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JUNE 1970

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## **IN THIS ISSUE:**

- \* **RESULTS-AUTO WORLD'S GIGANTIC H.O. CONTEST!**
- \* **RACE REPORT-THE CALIFORNIA GRAND PRIX!**
- \* **MAGNIFICENT SCALE TRUCKS!**

**THE EXCALIBUR -  
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# MODEL CAR *Science*

VOLUME 8, NUMBER 6

JUNE, 1970

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"The Official Voice  
of NAMRA-HOCCI"

MODEL CAR SCIENCE is published monthly by Delta Magazines, Inc. Executive offices, 131 Barrington Place, Los Angeles, California 90049. Telephone 213-476-3004. Single copy price: 50 cents. Second class postage paid at Sparta, Illinois. Subscription rate: 12 issues for \$5.00, U.S. and possessions; 12 issues for \$6.00, all foreign countries and Canada. All editorial

contributions and advertising inquiries should be addressed to Raymond Hoy, Editor and Advertising Manager, P.O. Box 1821, Thousand Oaks, California 91360. Telephone 805-495-7282. Unsolicited contributions should be accompanied by return postage and Delta Magazines, Inc. assumes no responsibility for loss or damage to such unsolicited material. Printed in U.S.A. Copyright 1970 by Delta Magazines, Inc.



# MODEL MAIL

exchange ideas, etc., with Mr. Charlton, here's your chance. Subscription information for any potential subscriber can be found in our subscription blank, in this issue.

count, as the number dwindles daily) can be obtained by sending 50¢ for each issue, to Back Issue Department, Attn: Jim Redmond, MODEL CAR SCIENCE, 131 Barrington Pl., Los Angeles, Calif., 90049. Just tell Jim the issues you need. If he's out, he'll return your money. Better hurry.

## LET'S GO RACING

We have a small H.O. racing club that we would like to expand. In past issues I see you have printed requests for pen pals, members for clubs, etc. Would you please print this notice in your magazine? "Members wanted - let's go H.O. racing! Write to me at the address listed below, if you live in this area."

Kevin Klein  
138 Joseph St.  
Cheektowaga, N.Y. 14225

*There you are, Kevin. We're always glad to help get a new club started on its way. Good luck.*

## ABOUT BACK ISSUES

I'd like to know if there is any way I can acquire back issues. The ones I'm missing are from the October, 1969 down to the March, 1970 issues.

Paul Keith  
Bronx, N.Y.

My first issue of your wonderful magazine was the February, 1970 one. I saw your article on the "Ridgeroute Raceway," but it was Part Three - the finishing touches. I can't lay my hands on the previous two parts. How do I go about getting them?

Ralph Schmall  
Schaumburg, Ill.

*Any issues of MCS which we may have left (I can't give you an exact*

## WE LIKE TO HELP

I'd like to know of anyone who has a 1969 Plymouth Roadrunner kit, new, as I have tried to find one here for the last six months. The kit I desire was manufactured by Jo-Han. If you would print this in your fine magazine, perhaps some of your readers could help me locate this kit. I'd really appreciate any help you can give me.

Marty Philpott  
1141 Starmount Ave. N.W.  
Roanoke, Va. 24019

*There you are, Marty. Can anyone help?*

## AND STILL ANOTHER

I'd like guys or gals who really dig H.O. racing and are avid enthusiasts to start a great H.O. club in the Chicago area. Contact me at the address listed below.

Art Walicki  
5138 S. Marshfield  
Chicago, Ill. 60609

*And good luck to you, too, Art.*

## PEN PALS WANTED

I'd like an American penfriend interested in exchanging model cars and/or magazines, or just plain information. I'm 20 years old and have been making models of all kinds since I was 10 years old. For the last three years I've specialized in 1/25 scale model cars. Thank you for your assistance.

How can I go about subscribing to your magazine?

D. Charlton  
38, Canterbury St.  
South Shields  
County Durham  
England

*We've printed your full address, Mr. Charlton. If any of you people want to*

4/Model Car Science



*"It's not a rock! It's a tiny little car, about 1/32 scale!"*



## HELP YOURSELF, GUYS

I have in my possession a number of older 1/25 scale model cars, mostly AMT and Jo-Han, some unassembled, most unpainted and unmodified. I'd like to sell these models (all 1961-1964 models). If any modelers are interested, they can write to me for my list. Include a self-addressed stamped envelope, please, for reply.

Peter Mazure  
12 MacDonough St.  
Plattsburgh, N.Y. 12901

## PARDON ME, WHILE I CRINGE

In regards to your centerspread story (page 34) in the April 1970 issue: You've set drag racing back a hundred years... or, at least a hundred feet! C'mon fellas, you know that if you divide one mile into four equal parts, one of those parts (any one really) will measure 1320 feet. Best regards from one of your most avid fans.

Al Hall, Managing Editor  
HOT ROD MAGAZINE

Blush, stammer. Al is talking about my stupid error in Brick Price's great H.O. scale funny car article. Considering that I used to be the president of a hot rod club, I have no excuse except momentary "brain fade" for titling Brick's article "A 1420 Funny" when, of course, it should have been titled "A 1320 Funny." I carefully considered blaming the entire thing on Brick, and banishing him from the staff forever so he could never tell anyone, but my better half won the struggle with my conscience. I received literally hundreds of letters on this blunder. It's nice to know you people actually read the magazine! Al, of course, in addition to being Managing Editor of Hot Rod Magazine, shoots those great photos for our MCS/USRA race series — Ed.

## LET'S GET SERIOUS

I'm sure that I'm speaking for all of the serious model builders in our country and throughout the world who have ever used Revell's Custom Car Parts packages, when I say that they were the most valuable items ever

made available to the modeler. When Revell announced their plans to discontinue their parts packages, a little bit of modeldom was "discontinued" along with them.

I'm still at a loss to understand why Revell discontinued them in the first place. In any event, I'm attempting to devise a way to get the parts packages back on the market again. I'm trying not to go about my plan haphazardly. I'm going to try to start a petition, getting as many names as possible from other modelers who feel the same as I do.

*(At this point, Robert goes on with a long, involved "masterplan" on how to go about starting a petition to present to Revell. Rather than do this, I'm simplifying Robert's job. Simply do this — send you full name and address, plus a request for the revival of the Revell Parts Packages, to: Don Ernst, Revell Inc., Dept. MCS, 4223 Glencoe Ave., Venice, Calif. 90291. — Ed.)*

I truly hope you will be able to be of assistance to me. Modelers all over the world will benefit. Thank you.

Robert Berkowitz  
17 Acorn Lane  
Plainview, N.Y. 11803

Bob, we'll do all we can. We've talked to Revell about this project before, and they did seem interested. I'm sure all it'll take is a flood of letters so Revell can actually see that their parts kits are definitely wanted and needed. Go to it, people. And to you, Bob, thanks for getting the ball rolling.

## RULE BOOK INFORMATION

I'm working on a 1/25 scale model car for Trans-Am and Sebring racing. I'm looking for a single book that will provide all of the rules and regulations for the cars. Could you possibly tell me where it is available?

Mark Yarger  
Chicago, Ill.

Sure can, Mark. Send \$1.00 for the SCCA's new 1970 rules book covering all of the SCCA classes, to The Sports Car Club of America, Dept. MCS, P.O. Box 791, Westport, Conn. 06880. Ask for "General Competition Rules — 1970 Edition." \$1.00, and it answers all your questions.

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June 1970/5



# NEW PRODUCTS



A new high-performance rocket from Estes Industries is on your dealer's shelves, now. The "Astron Sprint" is designed to give the highest performance in its class. Uses one C6-7 engine, which powers it to altitudes nearing 1,600 feet. The kit (catalog number 701-K-49) is priced at a modest \$1.75 and includes pre-cut fins and tail cone. Engines not included in kit.



AMT's new "Mach Won" Mustang is the "Boss Hoss" of the Sunday Funnies! In 1/25 scale, this is pure muscle from beak to bustle. Features a blown FoMoCo 427 "Cam What Am" Hemi-killer engine, nestled in a super-detailed tube chassis by Logghe. Vinyl tires all around, featuring superwide hollow slicks (builder has choice of his favorite brand - M&H or Goodyear). \$2.25, at your local hobby shop or department store, from AMT.

6/Model Car Science



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*Continued*



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1/12 scale is popular these days, which is understandable. It's a magnificent scale to work with, allowing super detail which is unobtainable in smaller scales. Model Rectifier Corporation's stunning 1/12 scale Matra G.P. car features a rear wing and front fin, plus

a host of operating features. Watch for a super-detailing article coming up soon, by Ben Millsbaugh. Meanwhile, check the Matra out in your local hobby or department store. From MRC, at \$11.98 — it's a bargain!

Oscar strikes again! Oscar is the owner of Auto World, the biggest mail order house in the world, bar none. His new 1970 summer catalog is available, now. Send for it, it's just 30 cents (in stamps or coin). Write to Auto World, Dept. MCS, "Summer 1970" model car catalog, 701 N. Keyser Ave., Scranton, Pa. 18508. The cost of the catalog is refundable on your first purchase.









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# THE TECH SHEET

1970 will probably go down as the year H.O. scale was "discovered" by the hobby industry. Oh, I know H.O. scale cars have been around a long time but very little change took place until the "Tycopro" hit the market early this year. Now companies that previously catered only to larger slot racing scales have entered their own versions of cars in the "wee scale."

Cobra Manufacturing Company let me test a prototype of their new Cobramite H.O. car for evaluation and I should stress that this one I have is a prototype and not the car as you will probably buy it. For instance, a different type plastic is going to be used on the production cars (different color also — this one has red plastic and yours will be of white plastic). The test car had silicone tires which might or might not be found on the production cars because Cobra has sponge rubber tires on hand and the decision as to which to use had not been made at the time of this writing.

The first thing people want to know is: How fast does it go and how well does it handle? Well, before I answer, I'd like to point out that this car was manufactured and intended to be sold to the large number of kids that have a home type H.O. set which is assembled on the living room floor. No claim is made by Cobra that the car is going to set any speed records in its over-the-counter, ready-to-run form. The stated purpose is to provide an inexperienced racer with a car that will stay in the slot; perform with reasonable speed on short twisty home layouts; and handle well without additional bellypans and weights as used by the pros on their cars.

Keeping in mind the aforementioned purposes and objectives the car fulfills its role more than adequately. It does handle well, and at seven or eight feet per second on the dyno it is about as fast as the older H.O. cars as they come in a typical race set.

A rundown on just what this Cobramite car is all about is probably in order at this point so here goes. The car, as you probably know from seeing pictures in Cobra ads, is a brass iso-fulcrum type of chassis where the

weight of the motor bears directly on the pickup, tending to keep the pin in the slot. This same iso-fulcrum principle was used on the Cox LaCucaracha car, so this is why the Cobramite handles so well in the corners. The Cobramite's pickup has a pin to fit into the slot, and the whole pickup is able to wobble up and down slightly because of a center rib on its topside where it connects to the chassis. The outer frame holds the front wheels in a slot so the front wheels will stay on the track even if the body and outer rails are tilted slightly.

All this built-in flexibility gives the car its good handling characteristics. The body is a shaded and painted Lancer clear plastic body which is nice and light. The trailing type of pickup contacts allows the car to overcome slight irregularities in the track's rails without upsetting the whole car.

The motor is the older type of Mabuchi, as used in old Atlas H.O. cars some years ago, with thin flat magnets on each side rather than the newer thick curved magnets used in the Tyco car. The armature has 16 ohms per pole and the top rpm registered on my tech was 16,700 rpm driving through the gears (free running) on 13-1/2 volts of battery power. The car draws .2 amp free running and .3 amp while driving a standard dyno resistance.

The gears are extremely quiet although the mesh on these prototypes did not seem to be the greatest. Cobra officials had mentioned that different gears would appear on the production model so the car might have a slightly faster speed and lower ampere draw than stated above on test results.

An evaluation of the total car is that it runs reasonably well and fits into the market segment it was designed for.

Even if the car comes out with the silicone tires, as on the prototype, this isn't so bad because Cobra also sells soft sponge tires separately for 15 cents a pair in orange, blue, gray, and black. Cobra also has threaded aluminum wheels and tires for 59 cents a pair in the same colors, as well as super soft tires ground and trued for 98 cents a pair, in the same colors.

So you say this is bad. Now we are going to have to go to add-ons in order to get the best of handling, consequently the total car costs about five dollars instead of four dollars. I will agree, but I can also counter with the argument that all H.O. cars costing four dollars, no matter which brand you name, would benefit by using better sponge tires. La Ganke, A.J.'s, and Auto World's sponge tires all cost about the same and front and rear replacements would come to about

*Continued*



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June 1970/11



# THE TECH SHEET

\$1.59 additional. It is money well spent, in my opinion. As I say, at this stage I don't know what tires will appear on the production car so all this is speculation.

I did test the car with all three brands of sponge tires mentioned above, as well as a set of Tyco wheels with a set of La Ganke No. 510 replacement spongies made especially to fit Tyco wheels. If you put these No. 510's on correctly with contact cement, there will be little need to true them. I found these La Ganke 510's also fit the Cobramite's wheel perfectly. The La Ganke - Auto World mini-mag wheel inserts add a little finishing touch that looks nice.

So now we have pretty well covered the Cobramite as a ready-to-run car, but the real worth of this latest H.O. offering is not so much in the R-T-R version but in its potential as an all-out speedster as used by so many H.O. fans these days.

I put a Tyco-type Mabuchi in the car and added good sponge tires on threaded hubs and I had myself a real going machine. Believe it or not I can drive it through a Monza banked turn, which is a feat in itself because not many hot cars can negotiate that turn.

I took a little bit from everywhere but the cost breakdown for the car is as follows: Cobramite pickup shoe, guide motor mounting block, insidy pan, outer rails and body. Tyco rear axle and crown gear and rear hubs. La Ganke Tiger-paw front wheels and axle along with La Ganke's No. 510 rear sponge tires for Tyco hubs. All this adds up to \$4.65 and the Tyco motor costs \$1.95 with pinion. So for \$6.60 I've got a fast competitive car. To the critics who will say this is too much money, I can only say that when all the add-on stuff is added to an Aurora car you can have 12 dollars or more tied up in it. Sure, I can add on more cost to this car of mine by rewinding it so it will go even faster, and I can also shim the magnets closer for more bottom end torque, but I'm still under the cost of flat pancake-type motor

with all the extras added on. A different combination of parts could be used suh as threaded axles but these are smaller than Cobra's axles so a sloppy gear mesh results, although the car will run. I used a short piece of tubing as axle bushings but I could have gently reamed out the Tyco crown gear and rear wheels just as easily to fit the larger Cobra axle.

The Cobramite is just one more car to add to the stable of H.O. cars and the speedster pros will have another "tool" to work with which, in my opinion, is healthy.

I tried another little modification on this Cobramite which I think is worth passing on. I broke off the guide pin and drilled a little hole where it used to be. Then I forced a small nail (brad is the correct term, I guess) down into this hole. Then, by a cut and fit method, I kept grinding off the end of the brad until it just cleared the bottom of the slot. I think it is a No. 16 gauge brad because it is larger than a No. 18 which is about .045" in diameter. The one I used is .057" and

the slot is .0625" wide, so I have a nice fit and it stays in the slot like it is glued to the track.

I was going to test the car using Twinn-K's No. PC-1 hop up kit designed for the Tycopro's rear wheels, but found that the silicone rear slicks were far too narrow for the Tyco rear hub so I gave that project up. Matter of fact, the PC-1 kit doesn't work too well on the Tyco car (which it was designed for), because the front "O" ring type front tires made the bellypan of the car drag on the track rails. More than just a little "tweaking" is necessary to cure the problem.

I was going to try the Twinn-K PC-2 wheel kit on the Cobramite, but the threaded O-80 hubs with sponge rubber tires had a smaller diameter shaft than Cobra's original shaft so the same sloppy gear mesh mentioned before results.

The one thing I did test out was Cobra's No. 1201 body mounting bracket that permits using the same clear plastic body on Aurora frames and it works real well.



"Your dad said you liked model racers, so Grandma and I got you this beauty."



# BUGS BUGGY



The first showing of the Super Machine was this past January at the world famous Detroit Autorama Custom Car Show. Buggs Buggy won every top trophy in the show, and now Industro Motive Corporation is bringing it to you in the form of a 1/20th scale model kit. Yes, now you can build this beauty and win yourself. You can't miss with features like hot orange color, advanced styled detailed body, authentic contoured interior and super bug chrome engine. Check your local hobby or chain store for the Buggs Buggy winner from Industro Motive Corporation, The Quality Kit Leader. Price \$2.

Latest tips on making your (Aurora) beast handle. First, stock brass handling pans are *out*. The new trick is to remove weight in the center, and add more on the edges. The weights on the outside edges are usually placed on the outriggers, on the front piece, and sometimes on the back. Solder is easily used for weights. If you're using a Lancer clear body, try making pin-tube mounts for it, like those used on 1/24 scale cars. Brass tubing is soldered to the pan, and pins go through the body and into the tubing. This not only eliminates the problem of cracked mounts, but also allows you to incorporate a little "slop" in your pan mounts. The slop aids handling. The hottest front end setup going is LaGanke front wheels on a 1-1/8" threaded axle. On each side of the axle, between the frame and the jam nut, install a super-soft Faller brush spring. The springs make the unit self-centering, and of course, this aids cornering. The springs are available for 10¢ each, plus postage, from Hobby House. (See their ad in this issue.)

Well, that's it for this month gang.

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# QUESTION SESSION

By Brick Price

Each month MCS will answer questions of general interest. Address all queries to Question Session, C/O Brick Price, 11795 Gateway Blvd., #3, Los Angeles, California 90064. Only those questions with a self-addressed, stamped envelope can be answered personally, time permitting.

Q

I have a problem in constructing your great Ridgeroute Raceway which I cannot master. Where can I find Perma Scene? I have been to four hobby stores and cannot find it. Could you please tell me how much it costs?

Robert Wilkoff  
Aliquippa, Penn.

A

The only thing I can suggest is to write directly to the manufacturer, Permacraft Products, Inc., Dept. MCS, 550 E. Erie St., Plainsville, Ohio. A ten ounce bag retails for about \$1, but is much cheaper in the five lb bag. Permacraft should be able to tell you where to get it in your area.

Q

Is there any interference between tiger tails and an HO racing pan? What are the widest silicone tires and wheels can I get for my HO car?

Curt Pearce  
N. Attleboro, Mass.

A

There is a possibility of a short against some chassis. A piece of scotch tape on the chassis in the area of the tiger tails will remedy this. AJ's and Auto World have a set of nice 1/4" wide wheels and tires.

Q

I have trouble with decals coming off my models. How can I prevent this?

Joel Barsness

A

There are two simple methods. Place a drop of Solva-Set to the decal and allow it to air dry. Brush or spray the area with clear gloss enamel to preserve the decal. The second method requires that you brush a small amount of clear gloss enamel under the corner of the decal that is lifting and then brush over the top to press it against the body. The paint acts like invisible glue.

Q

In regard to Tom Weingand's letter in the April Question Session, you can get a five hp Briggs and Stratton engine in 1/8 scale from MPC's Rupp Roadster Mini-Bike kit.

Edmund Belshaw  
Miami, Florida

A

Thanks for the tip, Edmund. The Rupp Mini-Bike was announced just after we went to press with the reply to Tom's letter.

Q

I've heard a lot about the new "Tyco-Pro" car and Aurora's new "Tuff-ones" and I would like to know which car is the fastest.

Rex Marshall  
Bountiful, Utah

A

Sports Bulletin: Tonight at Ridgeroute Arena, the previous world lightweight champion (Aurora) "Tuff-one" was beaten badly 15 times out of 15 rounds by the new contender, "Tyco-Pro." The Aurora team will un-

doubtedly come back after further training to challenge the new champion. Until then, good night, sports fans.

Q

In some of your articles you show well detailed drivers. Where do you guys get them? The Mini-Men work for stockers, but not for funnies and rails.

Gary Williams  
Kingsport, Tenn.

Q

I can't find scale drivers for my Garlits rail and my Gas Rhonda Mustang. I've looked everywhere. Can you help me?

Jim Boyd  
Lansing, Ill.

A

Monogram's dollar dragsters include nicely detailed drivers.

Q

Where can I get a stock kit of a 1968 Dodge Dart GTS? Also, where can I get a separate 413 c.i. Plymouth engine? Do you have any tips on how to make a vinyl roof?

Jim Elsmore  
Barberton, Ohio

A

No Dodge Dart (stock) kits were ever made and those engines are no longer sold separately. A vinyl roof can be simulated by spraying the top with flat black automotive lacquer. The lacquer will wrinkle the plastic and give it a realistic appearance.

Hey! Stop! Whoa! Halt! Hold on! Before you go on, may I correct one small error? On Tommy Weingand's question in April 1970 issue, you CAN get an MPC catalogue by sending a word describing their models to: ONE WORD, Dept. MCS, Model Products Corporation, 126 Grosbeck Highway, Mount Clemens, Michigan.

John B. Vaelcker  
14620



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By Ben Millsbaugh

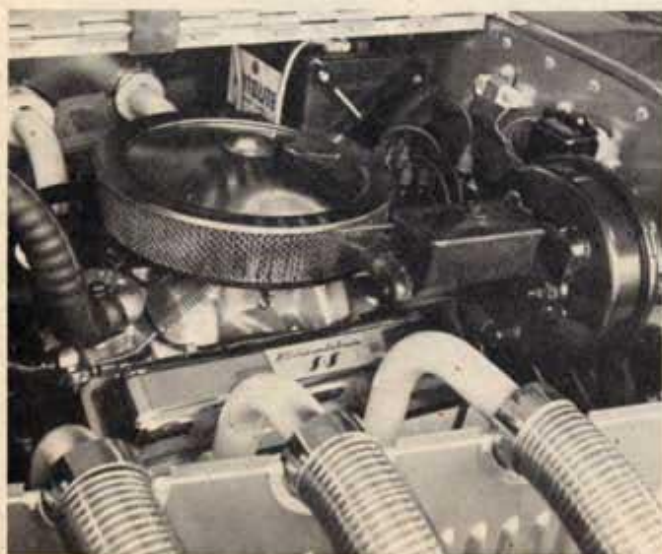
In 1968 I was reading the local newspaper, on Sunday, and as usual the sportscar section of the "want" ads came first. "Excalibur... exceptional condition, silver with black fenders, etc.," the ad read. The car was located in a town adjacent to mine so I piled the family into our trusty station wagon and headed out to look at this car. I had heard much about it and had read some in the more popular auto-

motive "slicks." However, I'd never seen the car and curiosity finally overcame me.

A Datsun agency had received the car and the "used" price tag was nearly \$8000. But what a machine. I immediately fell in love with the car but didn't have the nerve to put a \$2000 down payment on her. Now, I wish that I had. Ever since I saw this car, I have wanted it or one similar.

Just exactly what is the Excalibur? It is a close copy of the famed German Mercedes Benz SSK of the 1930's. The character of this great classic is repro-

duced by SS Motors of Milwaukee. Brooks Stevens, well known automotive giant, had a plan and the re-creation of a classic like M-B's SSK was not easy. However, he pulled it off and the car is still going great guns. Several movie stars, I've heard, own Excaliburs, Steve McQueen and Phyllis Diller to mention only two. The car itself is basically simple with a Studebaker frame and Corvette running gear. The body and appointments remarkably resemble the SSK from the beautiful radiator aft to the luggage rack on the rear deck.



Up with the hood to reveal a Corvette engine with slight modifications to feed the flex exhaust pipes.

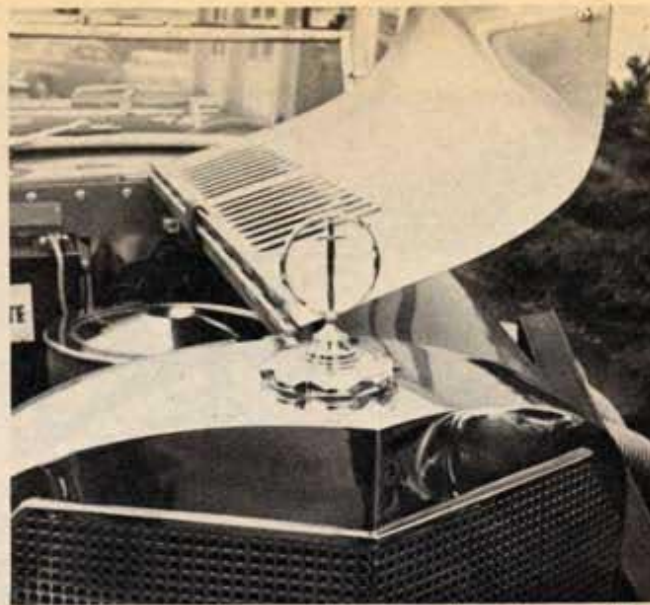


She lives... Excalibur. The license plate frame says, "Ghia, Beverly Hills." You can't have a better residence than that!





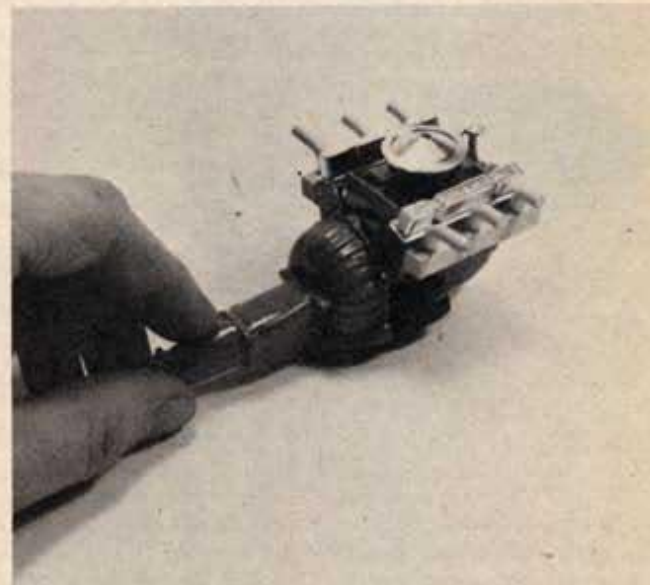
*Leather, chrome and wood appoint the interior.*



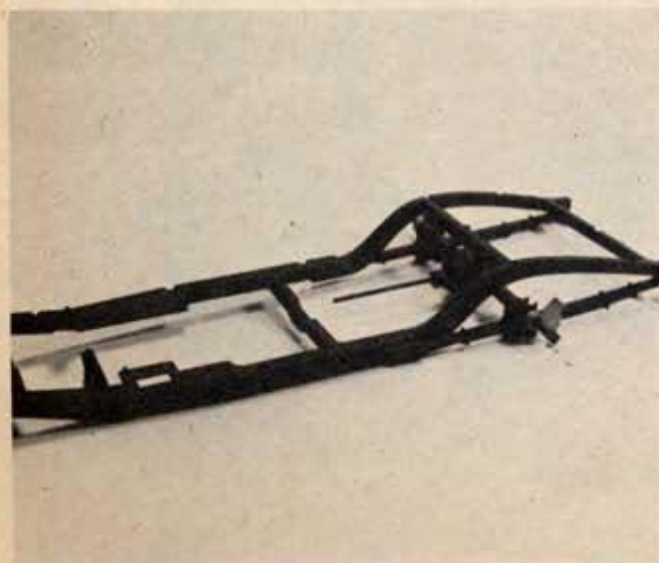
*The knight's sword, appropriate name for a fine machine.*



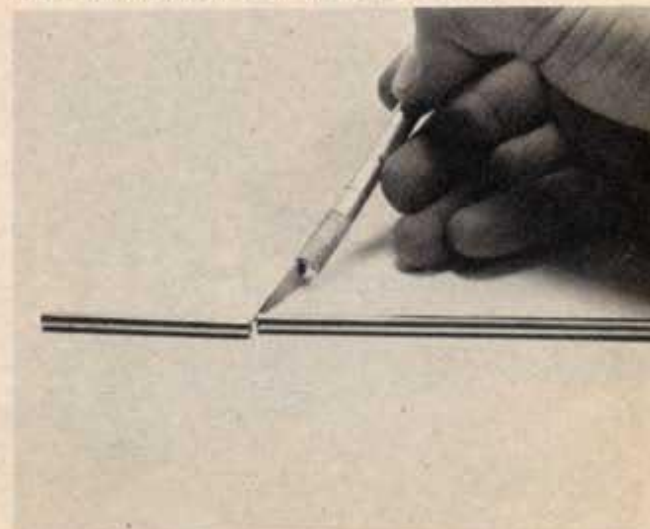
*Okay, let's build Excalibur in 1/12th. According to instructions, the engine is first constructed. The Chevy engine, after basic assembly, is painted S13 Pactra Orange . . . .*



*. . . and the accessories are added after the paint dries.*

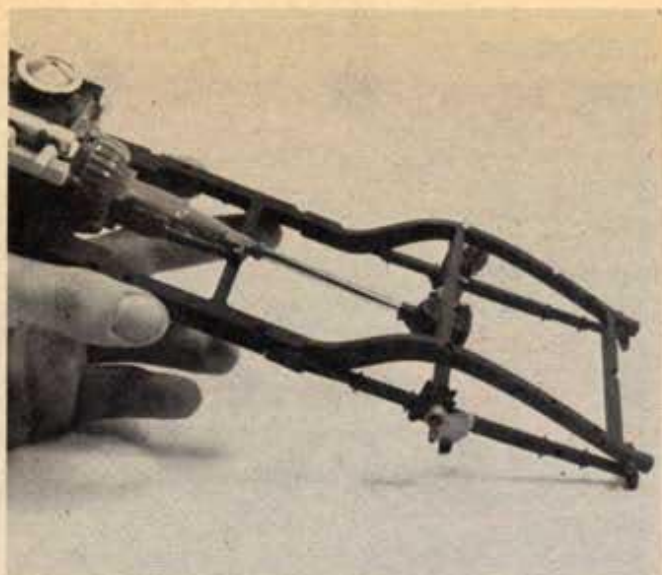


*The basic frame was assembled and painted flat black such as any of the hot rod primers.*

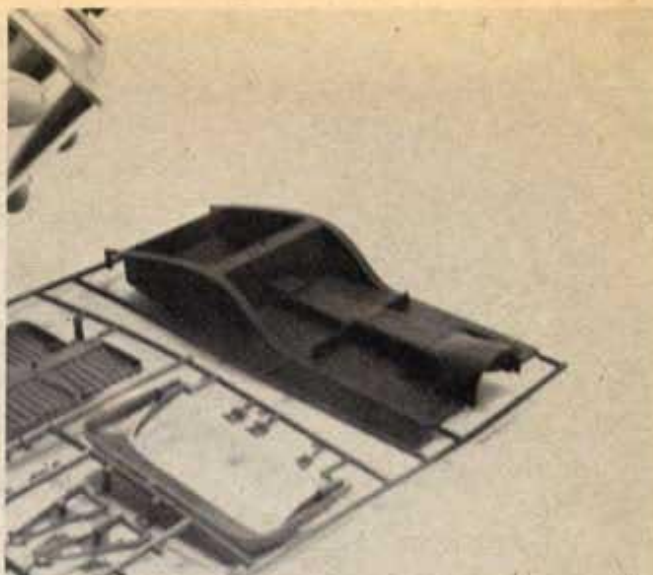


*If you are not motorizing this model, cut a piece of nickel-plated 1/8th brass tubing, to the correct length to fit between the transmission housing and the differential.*

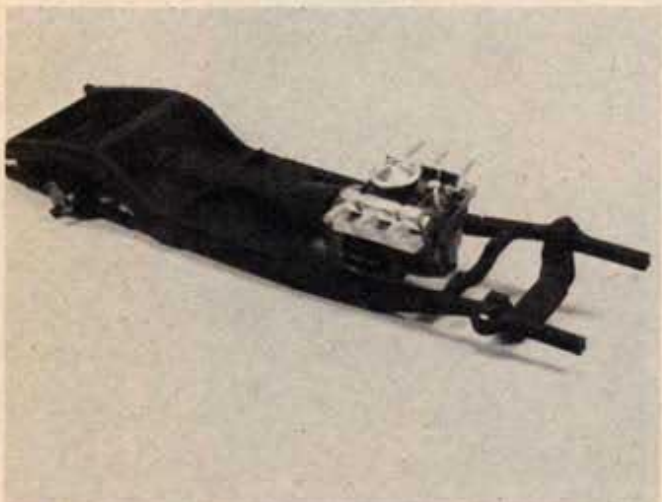




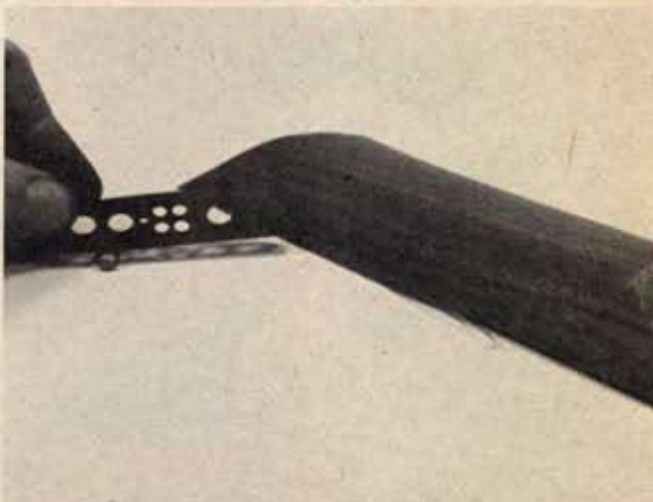
This is how it will look. It just adds a little to the overall quality of the model.



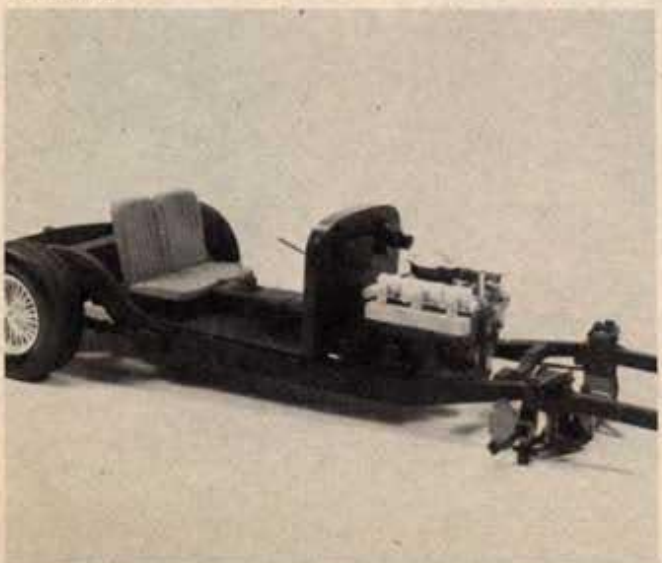
The floorboard and "carpet" are sprayed flat black at this point . . .



. . . and mounted to bring the model to this point. To make the seats and interior look like fine leather, I used Pactra's "Light Earth" spray in flat. This is a very realistic finish when dry.

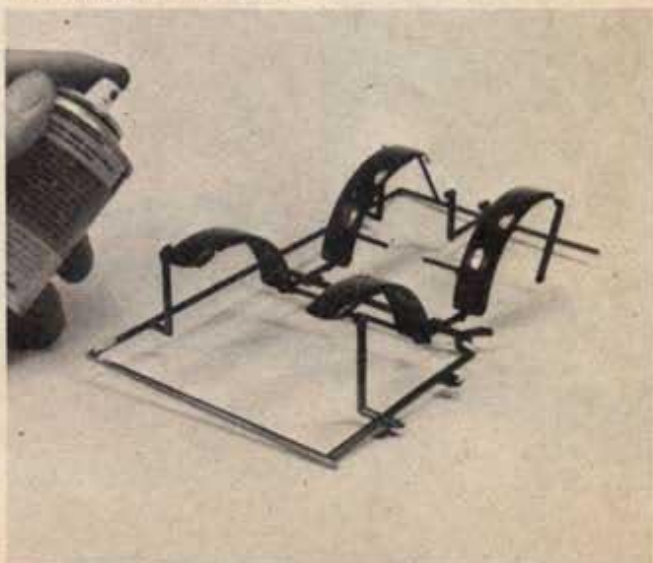


Get a small square of walnut contact paper (any hardware or dime store) and stick it directly to the dash. Trim out with a sharp X-Acto knife.



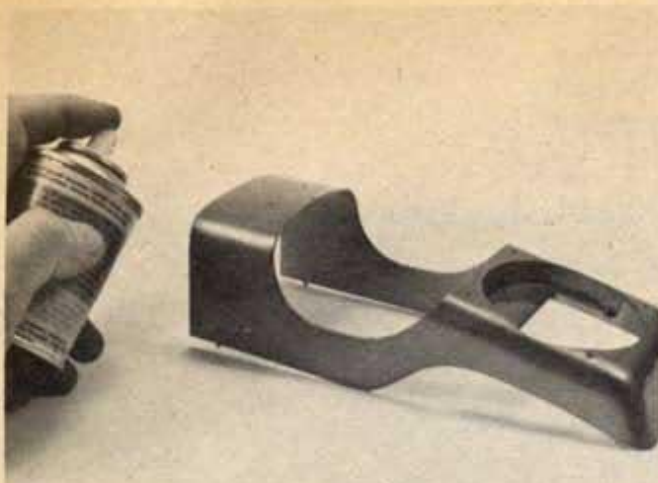
The wheels and basic suspension are now finished according to the IMAI instructions.

18/Model Car Science

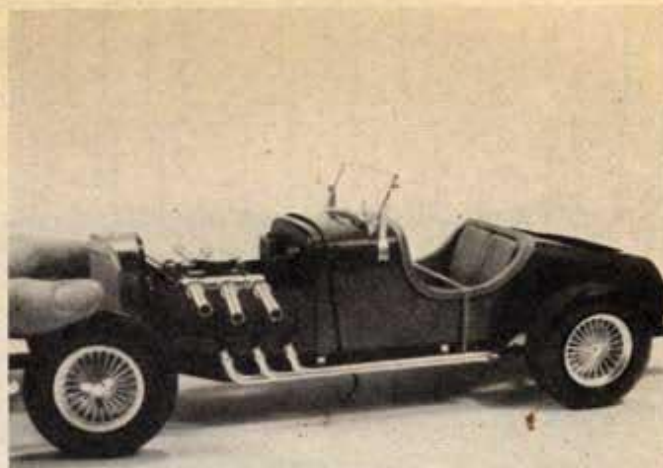


The fenders were painted gloss black (Pactra) for that "classic" look.

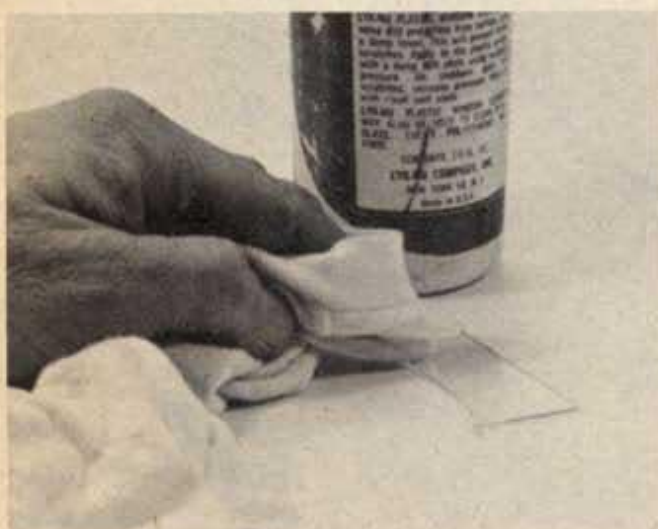




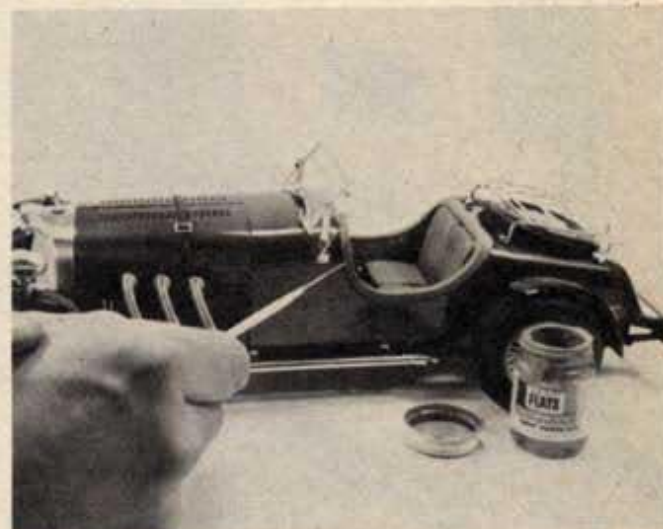
*Pactra Candy Gold undercoater was first shot on the model, then a series of color coats of S36 Candy Wild Cherry.*



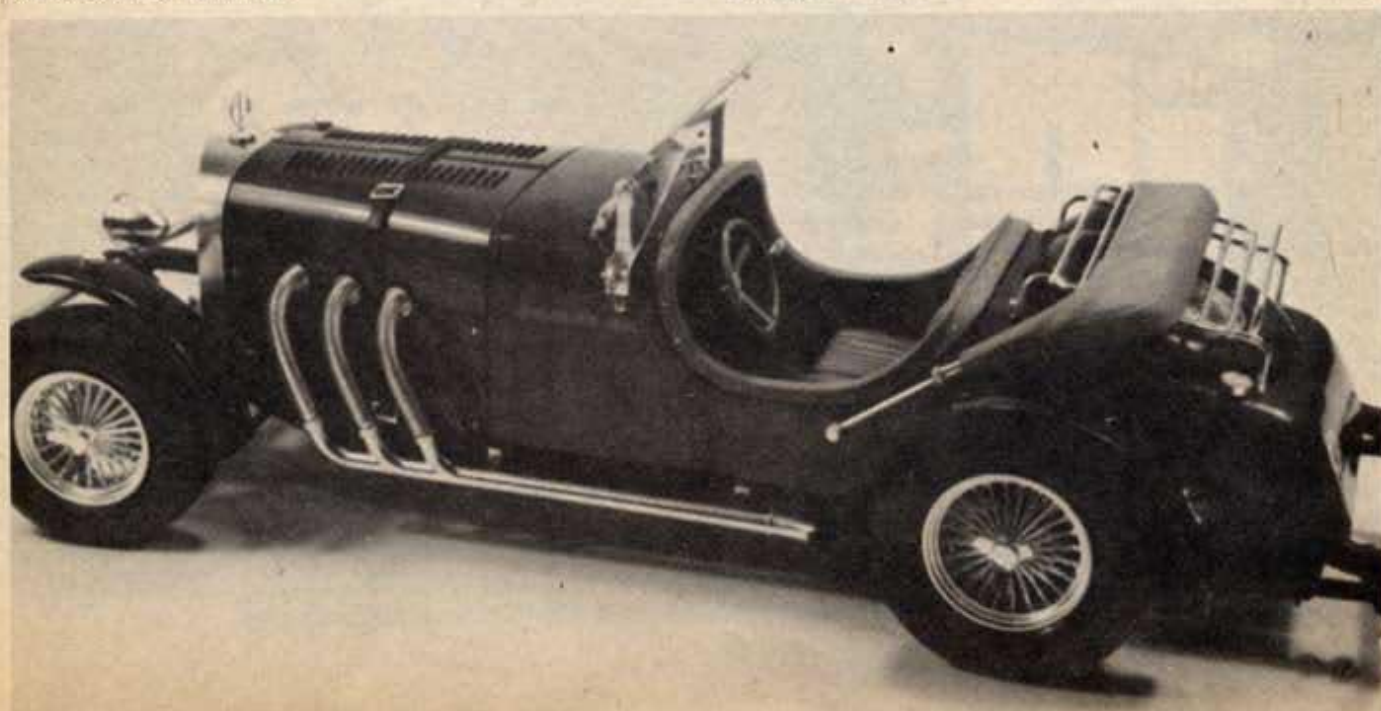
*After thoroughly dry, the body was cemented to the frame and held in place, at least overnight, by rubber bands. To keep from crazing the clear parts, use Elmer's or some suitable casein glue to cement various parts into the frames.*



*The windshield can be polished (after washing in warm soap and water) with a good quality of plastic polish, as used on convertible rear windows.*



*Final touch-up... since we have used the Pactra spray paints, it is easy to touch up with Pactra Flats since they are a perfect match.*





# TEENIE CHOPPER

It's a mini-bike, a chopper, a mod-bike,  
and a sidecar all rolled into one,  
one-eighth scale beauty — by MPC.



By Robert Schleicher

The fastest growing fads in the field of two-wheelers today are mini bikes, the way-out choppers with either two or three wheels, and believe-it-or-not-bicycles. Go-Kart ace Micky Rupp's latest volume production "Rupp Roadster" mini-bike is now available in a 1/8 scale kit from MPC. Keyed to a coming craze in way-out pedal-powered two-wheelers is MPC's 1/12 scale "Boss Bike." Logically, then, the first-ever chopper-styled mini-bike — the "Teenie Chopper."

The MPC "Rupp Roadster" is a fantastically detailed miniature in its

own right. What car kits have full ignition and control cables, and fully sprung and functioning front and rear suspension at a \$1.50 kit price? The model duplicates a full-size machine that is one of the best of the mini-bikes because it, too, has functioning front and rear suspension. The real Rupp also has a five horsepower engine, a chromed upswept exhaust system, alloy wheels, lights, and chain drive to the rear wheel with cable operated front and rear brakes. The MPC kit has 1/8 scale duplicates of each of these features in molded plastic.

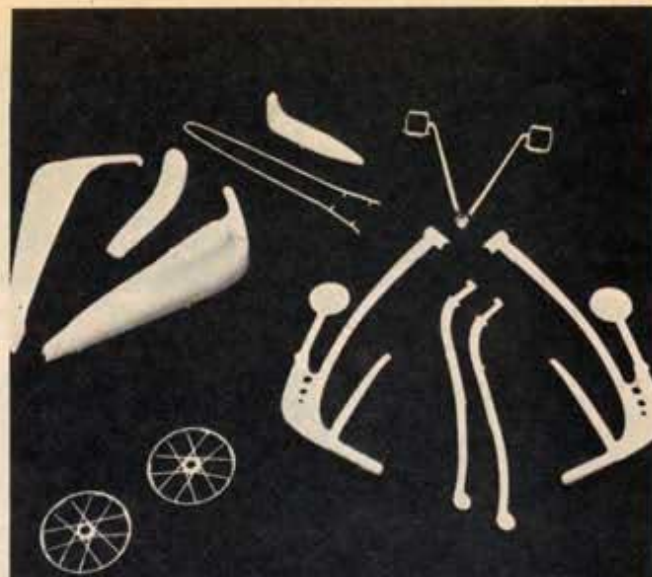
The "Boss Bike" kit is the first full kit model devoted to a bicycle. This

one, though, is a different type of bike. Car customizer Harry Bradley (whose work has graced the pages of past issues of MCS) designed the two-wheeled terror of the show circuit, then added a style-coordinated sidecar. The bicycle front wheel makes a perfect dragster-style wire for the front of our "Teenie Chopper," with the bicycle kit bars, front forks, seat, and sidecar adding their custom touches. The original mini-bike front wheel serves as a wheel for the sidecar on the "Teenie Chopper." There are already a few "chopped" mini-bikes on the street, but none as wild or interesting as this one could be if it were only eight-times as big!

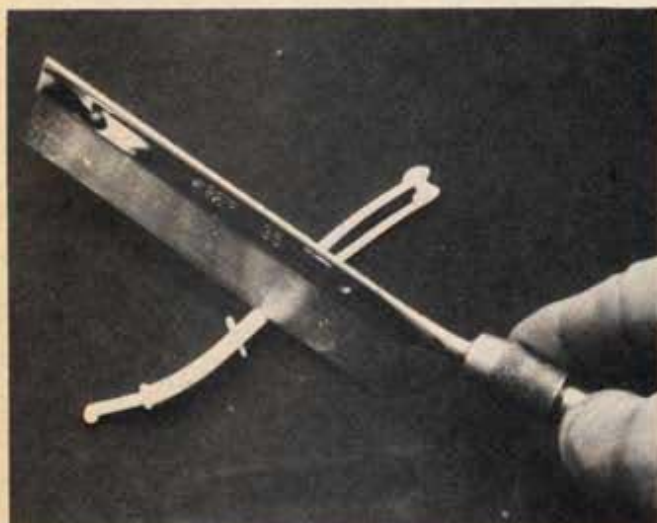




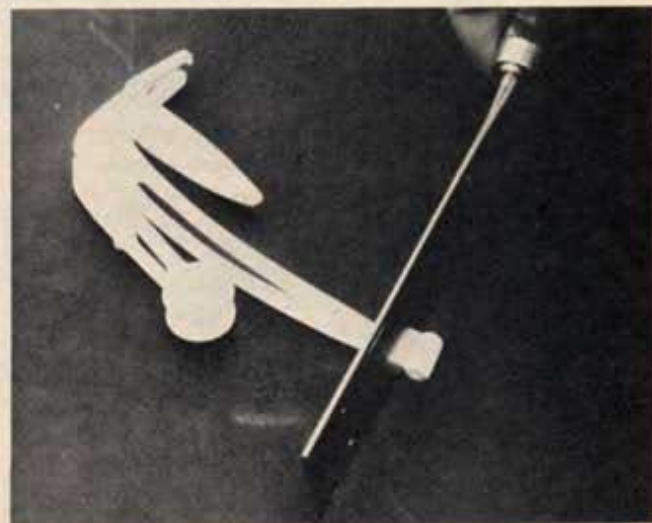
A stock kit-built model of either of these two-wheelers would be rare. You'll find that a chopper-styled mini-bike is yet to be seen on the streets. Both kits are MPC.



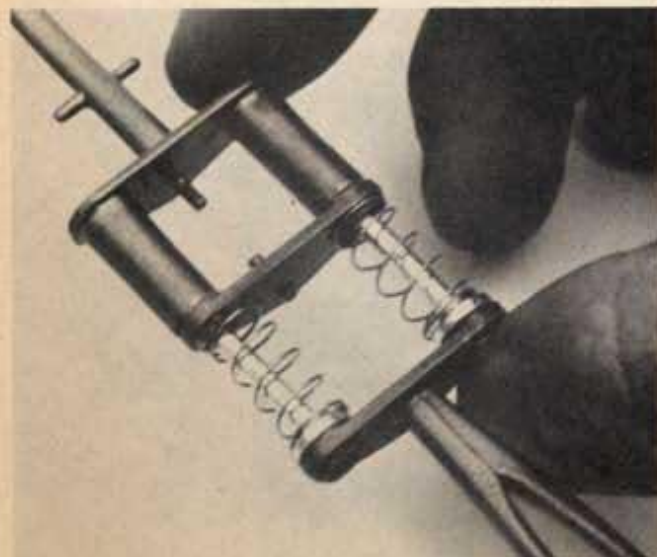
Front wheel, seat, sissy bar, forks, bars, and sidecar from the Bradley-designed "Boss Bike" bicycle kit are needed.



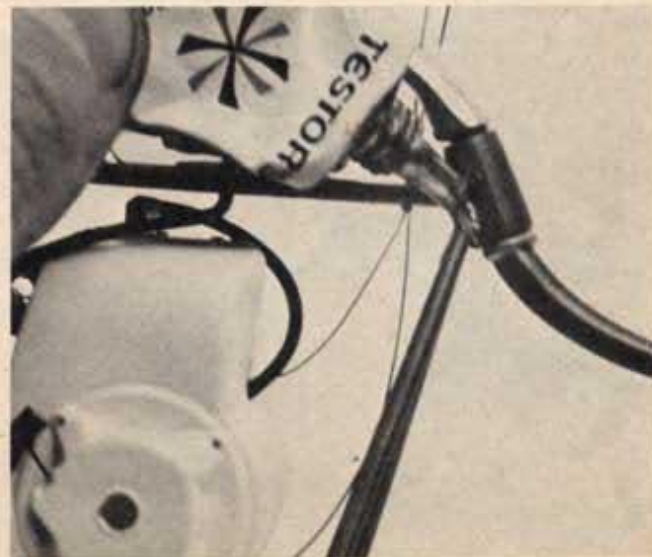
Glue the front forks together, allow to dry, then slice fork in two about 3/16" below the bike headlight mounting pins.



The fork crown from the "Boss Bike" must be substituted for the mini-bike's stock crown to adapt the "Boss Bike" forks.

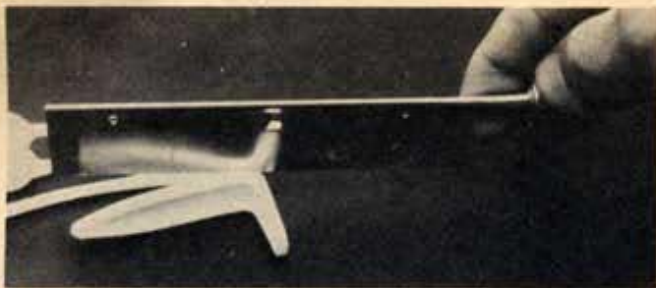


The top and bottom triangles from two mini-bike kits were used but the lower one could be traced on scrap and cut.

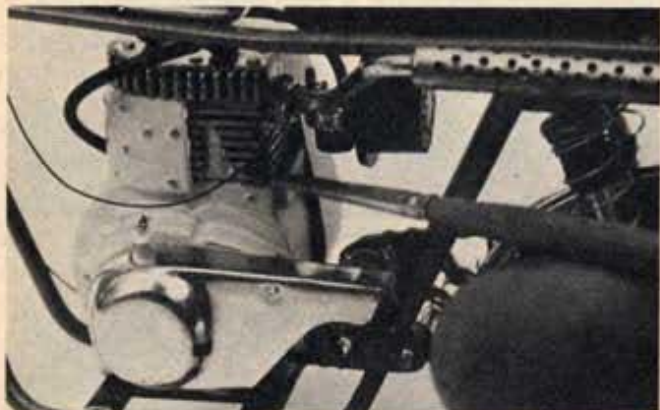


Assemble the forks and the "Boss Bike" fork crown. When dry, glue the crown and forks to frame and dry 48-hours.





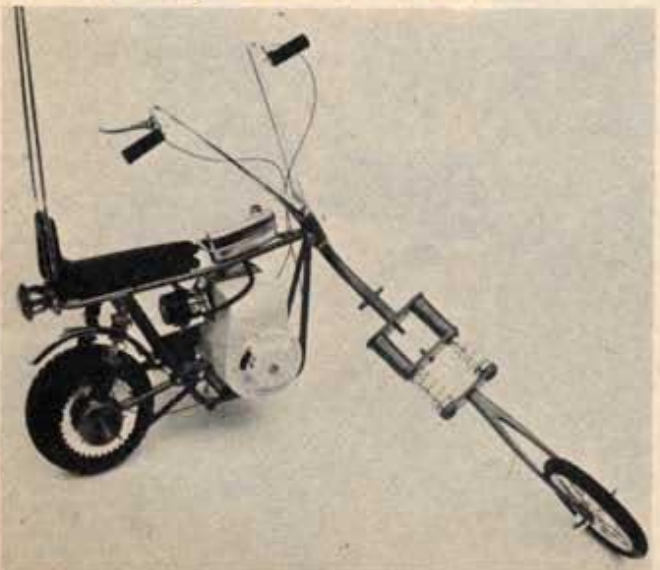
The seat frame (and the soft plastic seat itself) from the "Boss Bike" will adapt nicely to our mini-bike.



Spray paint the engine. When dry, the gaps between the fins can be highlighted with flat black for more "depth."



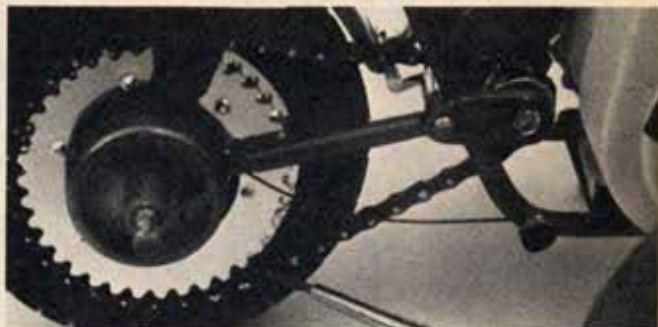
Drill a 1/64" holes beside the right rear hub center and glue in 1/4 long piece of piano wire for sidecar mount.



Ultra-long front forks are the current vogue in chopper-styling.



The top parts of the loops on each end of the "Boss Bike" bars are cut off and the levers from the mini glued on.



The rivet heads on the flexible rubber mini-bike chain are dabbed with silver to simulate those on the real vehicle.



The indentations in the muffler will look far more life-like if each is drilled out. Rear springs really work.



The stock "Boss Bike" sidecar wheel is replaced with one from the mini. Holes are drilled in sidecar to match those pins in the right rear mini-bike hub.



The second in a new series on model trucks. This month we look at the Motorific line.

# MOTORIFIC TOWTRUCK

By C.M. Kroack



About a year ago, while browsing through a department store toy display, I discovered Motorific trucks by Ideal Toy Corp. I decided after a close examination that these trucks could be easily converted into an excellent truck model. Presently Motorifics are available in a variety of makes and models.

1. G.M.C. 6000 Series V-6 Tow truck
2. G.M.C. 6000 Series V-6 Stake body truck
3. G.M.C. 6000 Series V-6 Dump body truck
4. Ford C-850 Series COE Refrigerator Van
5. Ford C-850 Series Pumper Fire-truck
6. Ford C-850 Series Beverage Body truck

7. International (I.H.C.\*M-series)
  - a. Troop transport truck
  - b. Highway maintenance truck
  - c. Transit concrete mixer

These (a., b., & c.) have pit-type fenders and are more of a construction type of truck.

8. Mack F-series C.O.E. tractor & van trailer

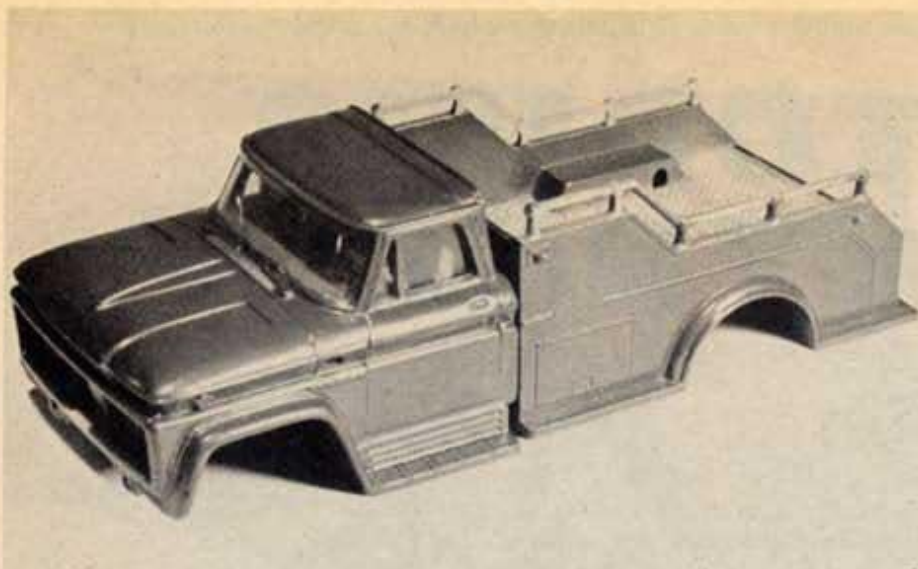
Any of these Motorifics can be converted into a suitable truck model by combining them with the parts of a Revell M-35 Military truck in 1/40 scale-1" = 3.33 ft. The M-35 is available in hobby shops in my area for \$1.30, plus tax. They are also available in the Revell 1969 catalogue. B.M.W. Models 327-329 Haydons Road, Dept. MCS, Wimbledon, London, S.W. 19, England, has them for \$1.32 plus 9¢ tax, or \$1.41.

Unless you are going to build the Mack tractor/trailer you will need only one M-35 kit. Due to the trailer wheels you will need two M-35 kits for the Mack tractor/trailer.

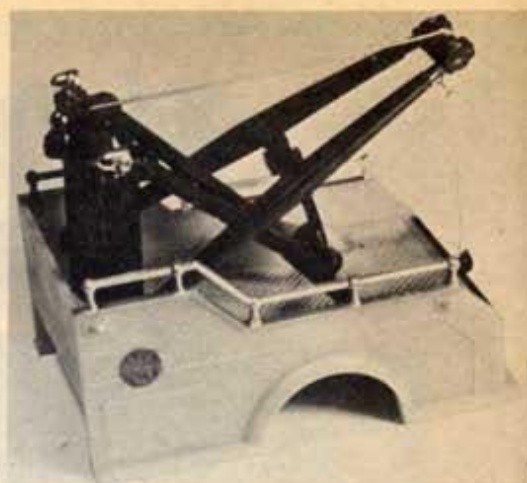
To date I have built two Motorifics — the Mack tractor trailer and an M-35 I.H.C. tri-axle dump truck from the International Highway Maintenance truck. To be on the safe side, in event one of my other two Motorifics break down and require a tow, I decided to build the G.M.C. tow truck! To build the tow truck you will need one Motorific tow truck and one M-35 kit, plus a small amount of Plastruct and balsa wood.

Prices on the Motorifics average about \$2.50 each, with the exception of the Mack tractor/trailer. Its price is about \$4.25.





Discard motor and frame portion of Motorific Tow Truck.



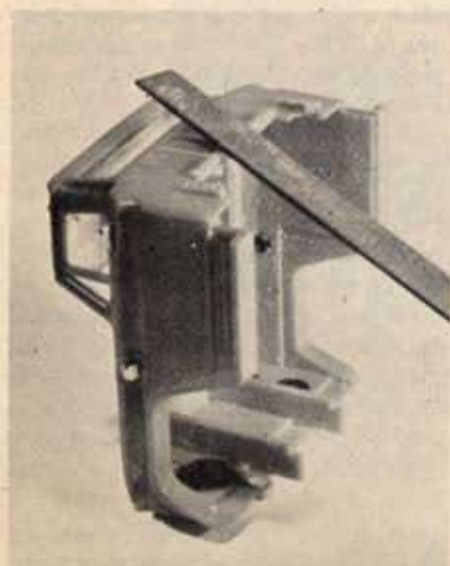
Sever frame and body in back of the cab, using a jewelers saw. Saw off crank-like projection from the left side of tow truck body, putty and sand smooth.



Remove the original portion of the Motorific frame from under the tow truck body. I found it necessary to use my Dremel Moto-Tool and a steel cutter. Some of these Motorifics are really put together! Under side of body will now look like Photo 3B. Set aside until later.



Saw off and discard the two projections at the front of Motorific truck under the grille area.



File off any projection on cab back, putty if necessary and sand smooth.



Remove all lights, grille and door handles by filing off the projections inside the cab, and gently prying with an X-Acto knife. Remove windows very carefully by gently prying with a knife or small screwdriver. In order to try a new product ("Magic Masker"), I left the windows in place.

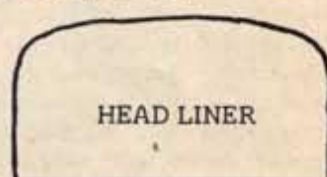


FIGURE ONE

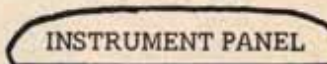
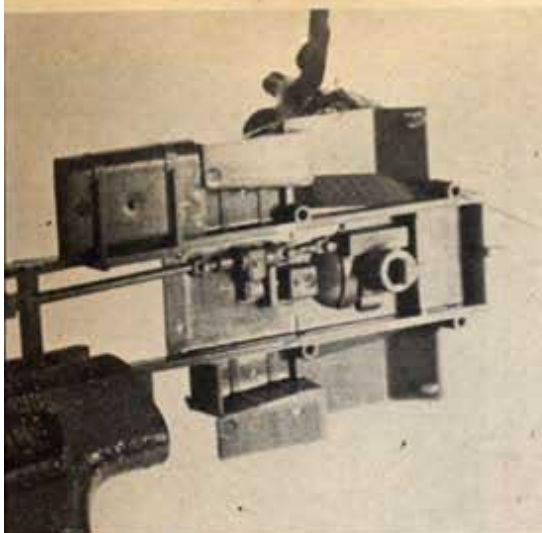


FIGURE TWO

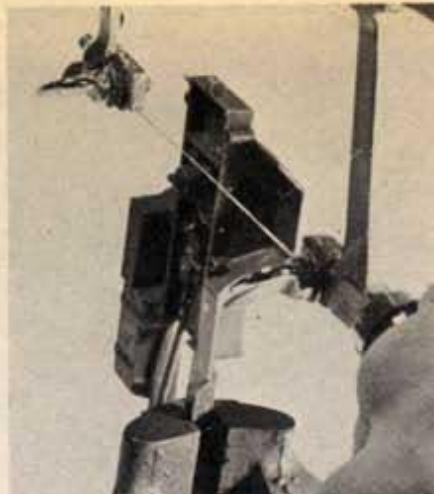


Cut a piece of .060 gauge sheet Plastruct to fill in the rear bottom opening in the cab. This will vary with different Motorifics.

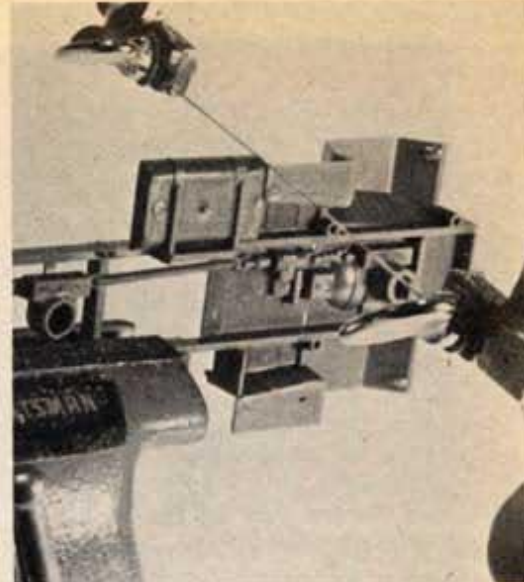




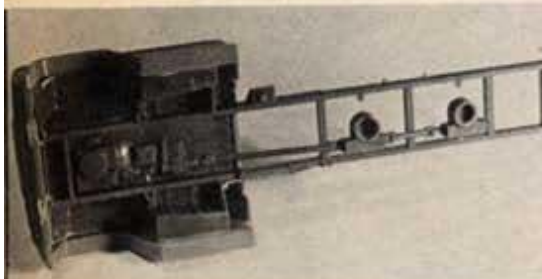
Saw off the  $\frac{1}{4}$ " frame projection just in front of the Revell M-35 Military truck frame. Remove M-35 rear drive line also.



Saw off the round projection on the bottom of the M-35 crank case or oil pan unless you are going to use front wheel drive as on a 6 x 6. I'm selecting a 6 x 4.



Carefully saw off the bottom half of the fuel tank from the M-35 frame.



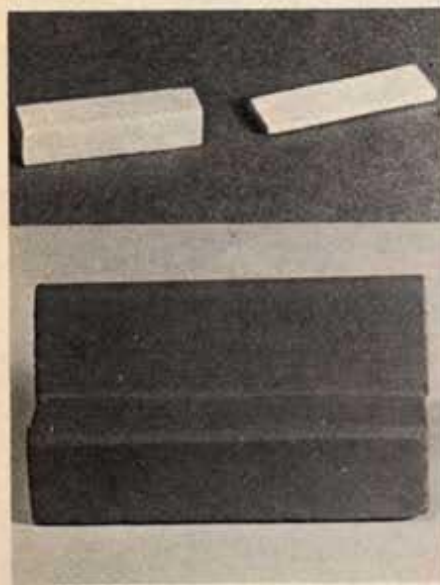
Saw off the  $\frac{1}{4}$ " projections at the rear of the M-35 frame. File and sand smooth and even. You will then have a cross member at the extreme rear end of the frame.



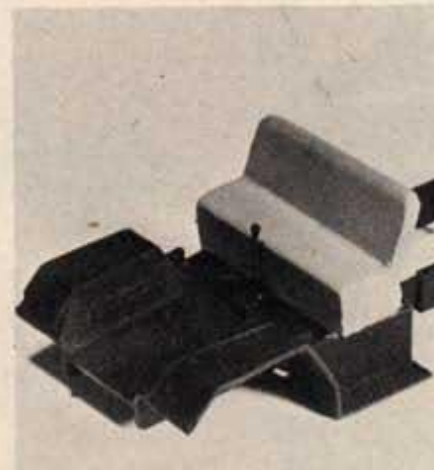
Measure and mark off  $\frac{1}{16}$ " in from the outside edge along the entire length of the M-35 fenders and running boards. Saw along the entire length of fenders and running boards. You will now have a snug fit into the bottom of the Motorific cab. This measurement can vary with other Motorific trucks.



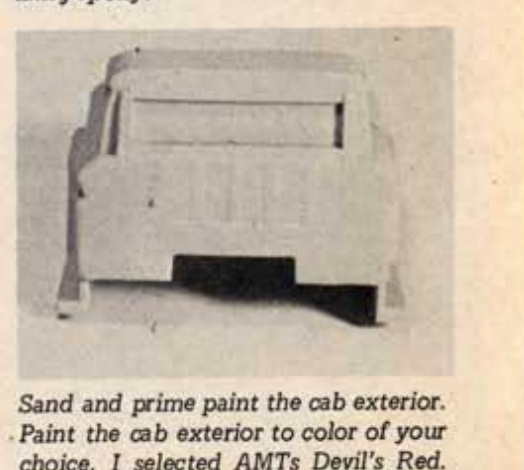
Measure back  $\frac{3}{4}$ " from the front-most cross member on the M-35 frame and saw entirely through. Remove the  $\frac{3}{4}$ " section entirely just in back of the front cross member. Cement frame back together using epoxy for added strength. Cut two pieces Plastruct channel (C-10)  $\frac{5}{16}$ " by  $2\text{-}5/16$ " and cement to each outside frame rail, using epoxy.



Cut one piece of balsa wood  $1\text{-}5/8$ " x  $1/2$ " by  $1/2$ " for the bottom seat cushion. Cut one piece balsa wood  $1\text{-}5/8$ " x  $1/2$ " x  $1/2$ " for the back seat cushion. Sand to shape and cement together to form the seat. Paint tan. I used Pactra's flat light earth.



Place seat on M-35 floor (do not cement), place cab in position to determine the exact position for the seat. Remove cab and cement seat into its proper position. Cement gear shift and brake lever into position.



Sand and prime paint the cab exterior. Paint the cab exterior to color of your choice. I selected AMTs Devil's Red. Paint cab interior flat tan. Cut one piece .060 sheet Plastruct per figure one for cab head liner. This pattern is actual size. If you have removed the window, replace them and cement head liner in place. Paint head liner flat tan.

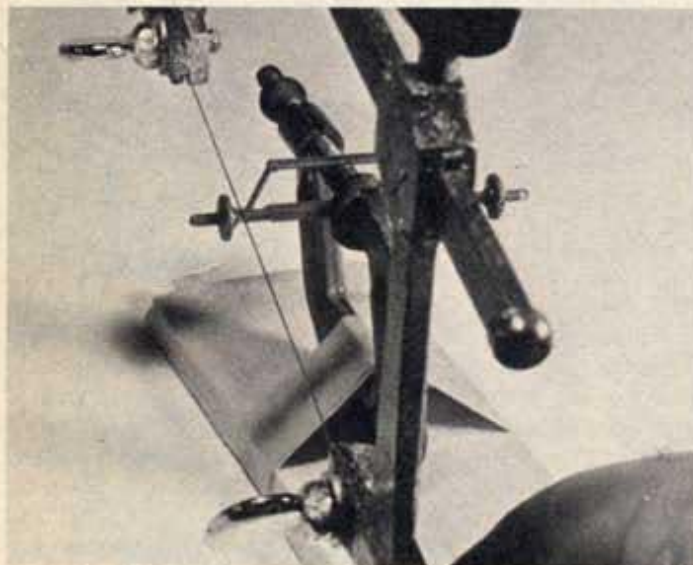




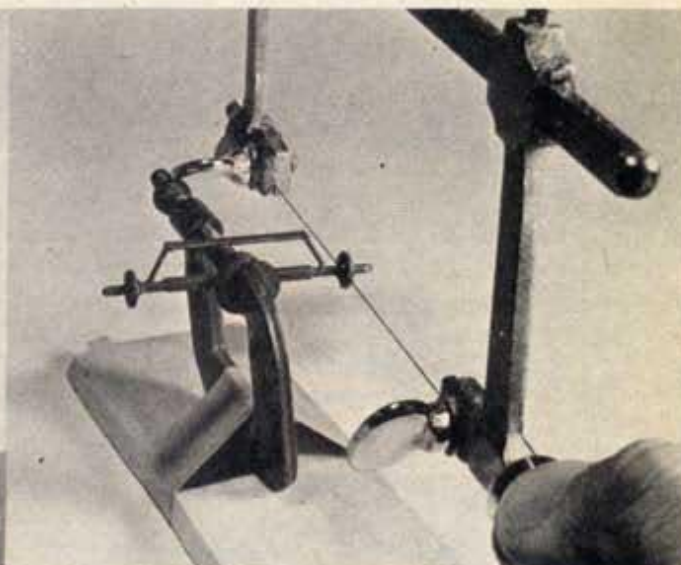
Cut one piece of balsa wood 1-5/8" by 2-1/4" and form to shape of pattern in figure two for the instrument panel. Scribe glove compartment door, paint panel flat tan. Apply instrument decal from the M-35 kit to left side of instrument panel. Cement in place at the bottom edge of the windshield. Refer to Photo 16B also. Paint steering wheel and column from the M-35 kit flat tan and cement to the under side of the instrument panel.



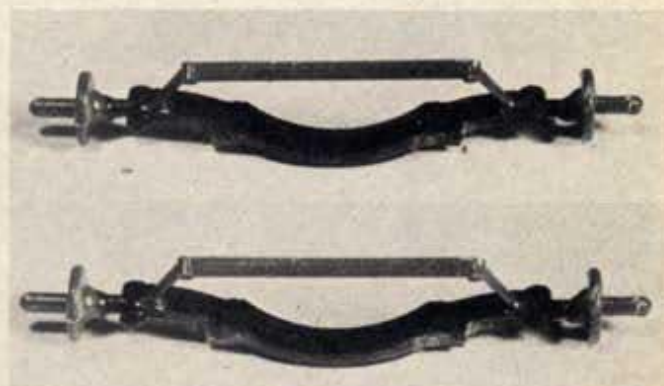
If you have used "Magic Masker," remove it from the inside and outside of the windows. Try cab for fit on frame and cement in place.



Saw off each end of the M-35 axle on the inner side of the backing plates.

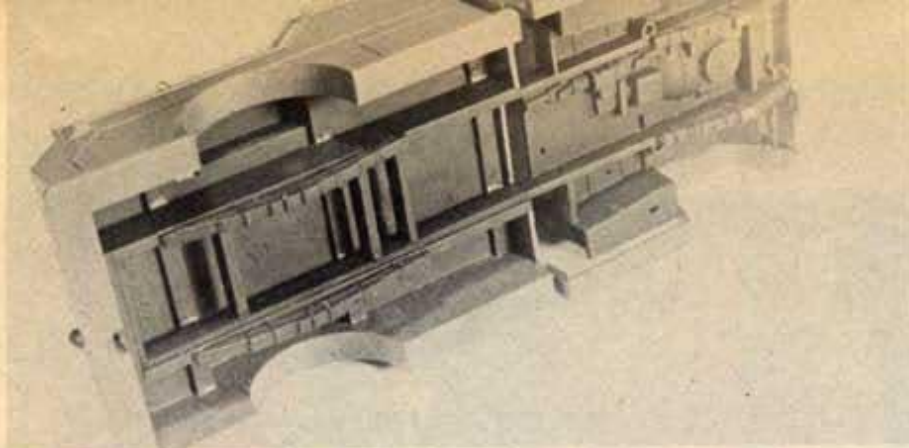


Saw the tie-rod completely off. Discard all axle parts except the tie-rod and backing plates.



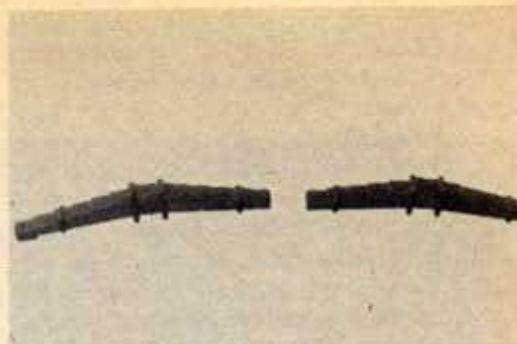
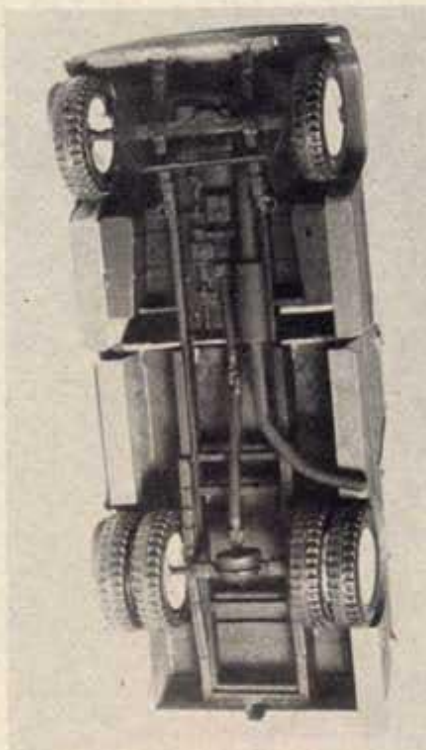
You can make the front I beam axle from Plastruct beam (B-4) 1/8" or as I did, select a proper axle from your spare parts box. Cement M-35 axle ends and backing plate to the front axle. Cement tie-rod in place on the rear side of the axle. Use epoxy for these assemblies.



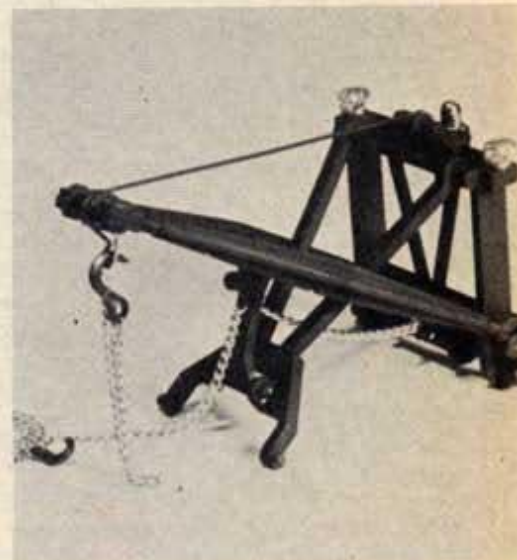


Cut 1/8" off the front end of each M-35 front spring. Remove the small locator pin on each front spring. Cement to frame in the proper location shown.

Cut one piece .060 gauge sheet Plastruct to conform to the differential front. Cement to differential front and drill a small hole in the center for the driveshaft. Cut 1/16" off each rear axle end on the inner side of each backing plate or rear wheels will extend outside of each rear fender. Cement back together with epoxy. Install rear axle in proper location on the rear springs. Adapt M-35 driveshaft to fit or make a new one from scrap plastic tree. Paint wheels color of your choice. (I chose white for the wheels.) Install wheels on the truck by carefully twisting them over the axle ends. I heated a small nail head and pressed it to each axle end to prevent wheel wobble and prevent wheels from coming off. Exhaust system can be made from tubing or plastic tree. I brought the exhaust pipe out on the left side in front of the rear wheels.



I located suitable rear springs in my spare parts box. They could also be made of thin gauge sheet plastic or brass. Cement in proper location on the frame. Refer to Photo 22.



If you removed the wrecker crane from the tow truck body (as I did) install hoist chain made from small jewelry chain. The wrecker crane could also be omitted, using the truck for road service, tire service, etc.



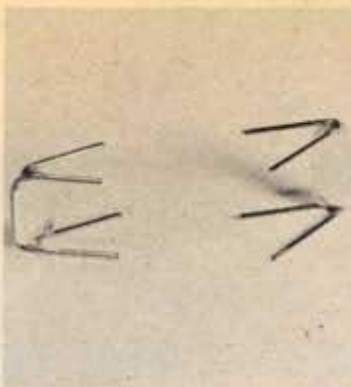
Install tow truck on the frame in back of the cab. Cement cab marker lights, air horns and direction signals and door handles back in their proper location. Paint cab marker lights orange, I used five lights instead of three, and added a spot light to left side of truck.



Cement grille and lights and front bumper in their proper location.



Cut two pieces of 1/16" thick sheet plastic 7/16" x 3/16" for each mirror. Round off corners and cement foil or chrome tape to one side for glass (Western type) mirrors. Paint mirrors backs, black, silver, or white. Mirror supports or brackets are formed from four 1-3/16" long common straight pins, bent in the center to form a V. Cement to mirrors and cement mirrors to each side of truck. If desired, cement Motorific road service decals to each door or to body sides.

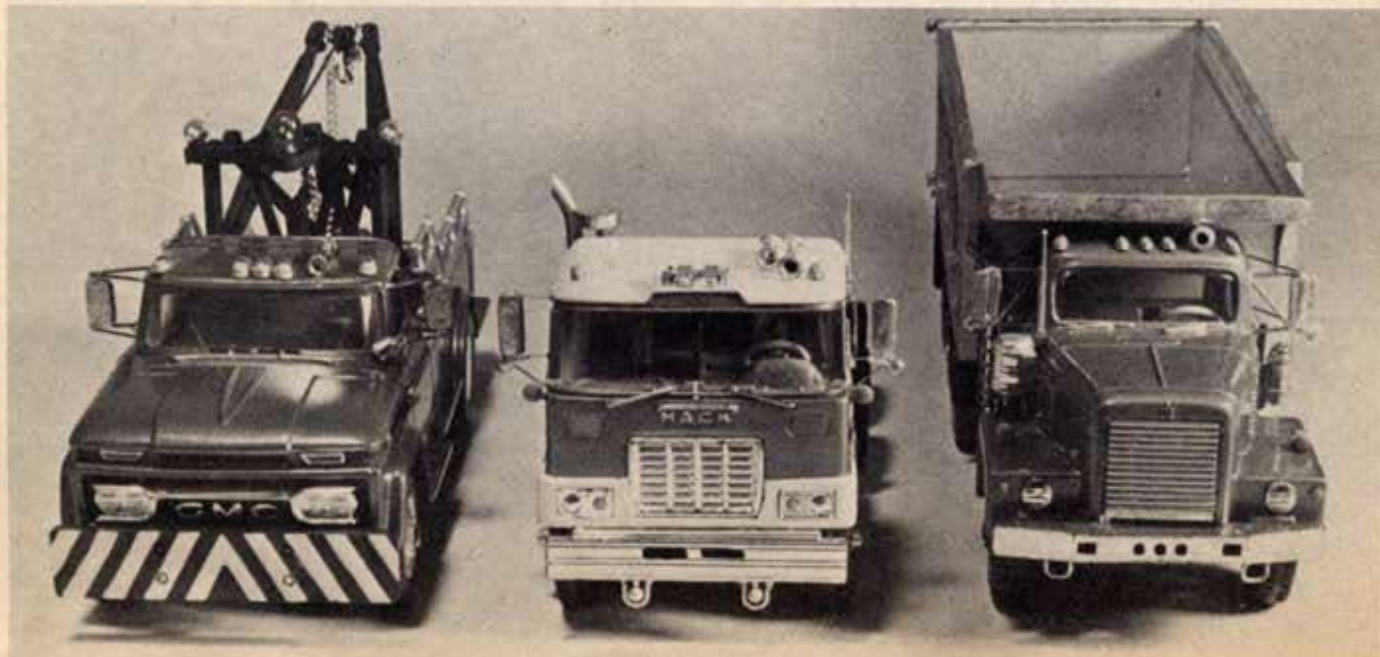


Here we have our completed tow truck.



My Motorific M-Series International needs a tow!

Shown is my complete fleet of Motorific conversions to date. I plan on more. From left to right - 1965 G.M.C. Tow Truck; F-Series Mack Diesel-cab over engine tractor; M-Series International (I.H.C.) Tri-Axle Dump Truck.





The first race of the N.C.C. 1970 season was a great success.

# CALIFORNIA GRAND PRIX



*Speed & Sport's Blue King track was the host for the first N.C.C. Championship Race of the 1970 season. This is what has to be described as an "ideal" track.*

By Gene Husting

Photos by Al Hall

The first race of the N.C.C. 1970 season was a great success, with the largest turnout of out-of-state racers we've ever had. These N.C.C. races will be held in six different areas in the country, with points awarded at each race so that at the end of the year we'll have a truly undisputed national champion. The site of this first race was Ron Granlee's Speed & Sport Raceway, 11187 Long Beach Blvd., Lynwood, California which has the fastest Blue King track in the country.

The amateur race was run a week before the pros, with a great turnout of future pros showing they really enjoy this type of racing. And to prove they are future pro material, four of them qualified under the old Blue King track record of 4.72. Dick Francis was the hottest driver on the track, by first winning the "A" consie,

## PRO PROGRAM CONTRIBUTORS

BRUCE PASCHAL  
ASSOCIATED  
PARMA  
REETEEZ  
SPEED & SPORT  
ZIMMERMAN

## AMATEUR PROGRAM CONTRIBUTORS

GORSKI  
BRUCE RICHARDSON  
DR. PEPPER

then the semi, with Jim Booker second, Don Aspenson third and Don Meinberg taking the final moveup to the main. Dick Francis continued his winning ways in the main by taking as much as an 11 lap lead at one point and then holding on for the win by only one lap over a hard charging Gary Sommers. Don Meinberg took third again, with Jim Booker, who had to move all the way up from the "B" consie, taking fourth.

At the final warmup race, three days before the big race, we got an idea how important this N.C.C. race would be. There were 15 racers from outside of the L.A. area at this race! Most of the local jets did not run, choosing to save their cars for the big race. Mike Steube holds the track record, set at 4.42 before the USRA-ARCO race. Most of the out-of-town

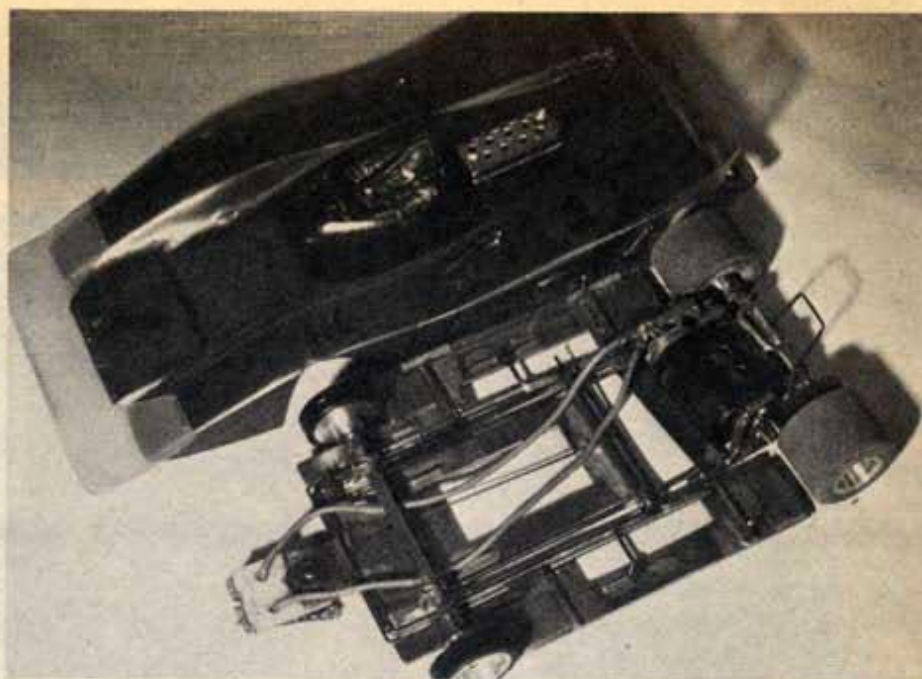


racers found this time hard to believe but Bernie Ertrachter, running for Zimmerman, showed them how it's done by turning a 4.49 and then putting his car back in the box. Most of the out-of-town racers were in real agony and found they would have to be burning the midnight oil for three days before they would be competitive. For some reason they just did not have near the horsepower that we had. The real standout from the Eastern group was Jerry Brady, whose Bee Products plate chassis was handling great; but Jerry also could have used more power. Even Bob Emott, who is the Eastern king of the Blue King tracks, was having his problems. Bob said he thought his cars were out of sight in the East — he could even punch the doughnut — but on this track they were just not the same. This final warmup race was a great duel for awhile between Mike Steube and Jerry Brady until they both destroyed and then John Cukras took over for the win. I know you're going to find this next piece of info a little hard to swallow but would you believe I won the warmup race before this last one?

(Aw, c'mon, Gene, you really expect us to believe that? — Ed.) HONEST! Mike Morrissey led the first half of the race, with me about two laps behind in second place. Everybody else on the track was crashing all over the place while Mike and I kept piling up laps. Then Mike launched on his favorite black lane and lost a bunch of laps. I just kept out of the destruction for the win. If I can do it, it shows that all of you have a chance!

The night before the race, after two full days of thrashing on their cars, everybody was at the track making their last minute adjustments. Brady had found some more horsepower in his Kean can and was far and away the best car from the East Coast. But Bernie Ertrachter seemed to have the perfect combination — punch, speed and brakes from his Zimmerman motor and great handling from his Morrissey chassis. But there were still quite a few guys at their work benches, thrashing. Among those was Lee Gilbert, who had just finished two complete RTR cars for John Stephan and Bruce Paschal at 10:00 p.m. and then had to start on two more for himself and Bruce Erickson! Talk about agony.

The next morning Bernie's car still looked like one of the best on the



*Mike Steube's first place finishing McLaren. Mike built the fairly conventional chassis using Steube tires front and rear, Steube gears and pickup. Bill Steube built the motor using a can similar to the Green can with Arco magnets, Steube-wound Champion blank with No. 24 wire balanced by Thorp.*

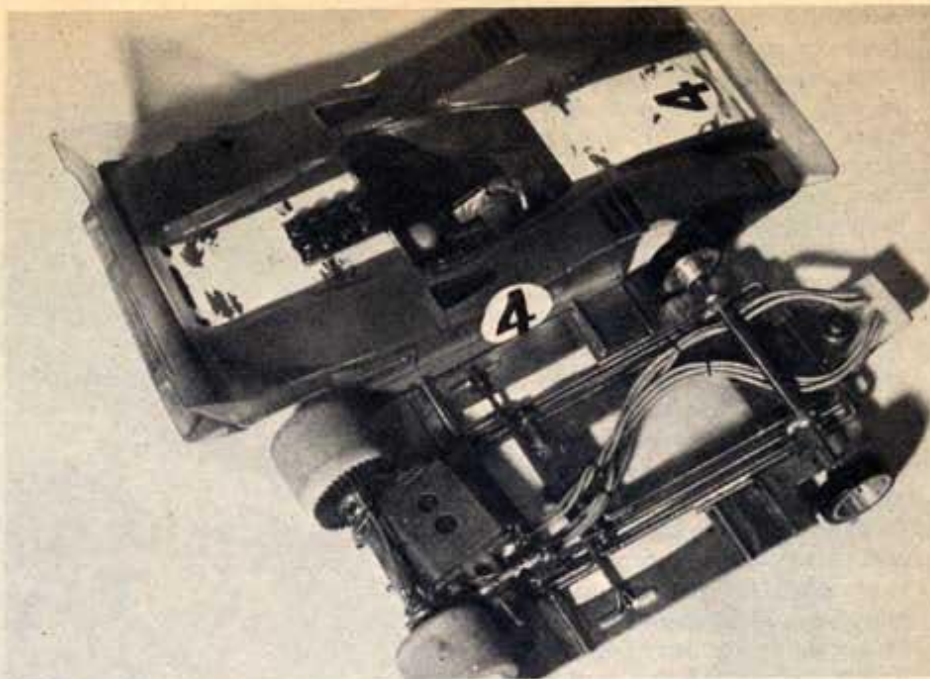
track, but the armature comm disintegrated and Bernie was thrashing. Lee Gilbert finally got to the track, looking like he hadn't slept in a week, which he probably hadn't, and his and Bruce's cars were looking pretty good. Then Mike and Billy Steube came in and both of their cars looked great. But there were so many other guys looking good, like Morrissey and Kondor, Campbell, Stephans, Schmid, Grant, Speight, Emott and the only other promising car from the East, Boyington, that qualifying would be very interesting. Mike Steube was one of the first of the jets to qualify. After turning a 4.59 I know that Mike was disappointed and wished that he'd saved his track record of 4.42 for today. Right after Mike came Billy Steube with a best-ever time of 4.53, and what really made Billy happy was the fact that he built the chassis himself. But both of the Steubes figured their times would only be good enough for the semi, especially after the next jet qualifier. When Jerry Brady came up everybody's eyes were glued to the track. I was the next qualifier after Jerry so I was standing right next to him. Jerry made about six laps and then said "Gene, how fast am I going?" I said, "It looks like about 4.70 to me, Jerky." Boy, was

that the wrong thing to say! He started going deeper in the corners and punching the corners harder. Like to the tune of an out of sight 4.47! Although this stood as quick time, most of the guys at the time felt there would be at least two more cars faster than this. Herb Wade, the semi-pro representative of Team Checkpoint, and I, have an old man's race going between ourselves, but for this race we added the grand old man of slot racing and the best Goodwill Ambassador slot racing ever had, Bruce Paschal from New Orleans. Even though I knew Wade would have some of that unreal Steube horsepower and Paschal would have a super sano Gilbert RTR, I still felt my 4.72 would be good enough to cut them both. How wrong can you be? Wade cut a great 4.65 for a sitout and as if that wasn't bad enough, Paschal cut a 4.70. If you don't think those two were hard to live with! But my revenge was coming. Bob Bernhard, a Morrissey protege, set quick time for the semi-pros with a 4.61, just enough to beat out Dave Kellen's 4.62. The rest of the jets then took their turns but when it was all over the two Steube brothers had made their sitouts for the main, with Mike Kondor also in there with a 4.58. Everybody else was a tick of a clock away, with just



.05 second separating the six places in the pro semi and just .03 second separating the same six places in the semi-pro semi sitouts! Talk about close competition! After you're done you just know you could have gotten through at least one corner a little faster.

The semi-pro program started with Jim Biritta and Gil Gunderson making the moveup out of the "B" consie. Lynn Stokey and Gil Gunderson made the moveup out of the "A" consie. Fred Hood easily won the semi-main with Stokey second, myself third and Gunderson again making the final moveup, and all three of us within one lap apart. The main was a two man race, with Fred Hood leading the first half and then Tom Hansen coming on strong to take the second half and the win. Tom's motor wasn't too strong in qualifying, even though he had a sit-out, but he changed it for the main, which was a smart move, as it was a rocket. He was easily as fast as any of the pro's cars. Doubtful? Hansen had three more total laps than the pros. I chased Hansen and Hood around for seven heats, holding down third, but then I got to the hurt black lane and saw Lynn Stokey driving Bob Emott's backup car lapping me easily from the yellow lane and taking over third place. Bernhard was also getting close to me, but I held on for fourth with Bernhard two laps behind in fifth.



Still the fastest RTR car ever, John Stephan drove his Lee Gilbert-built car to second. This is the same car John won the USRA/ARCO race with. This is also a standard Gilbert car with split pans and 3/32" axles front and rear, Dynamic tires front and rear, Green can with Arco magnets and a No. 24 Certus armature, Cox gear and Associated pickup.

Gunderson came from the "B" consie to take sixth, with Kellen and Wade having problems.

Hansen and Hood continued their winning ways in the pro "C" consie by taking the moveup's from the likes of Gorski and Black Bart (Pete Von

Ahrens). Dave Howard took the "B" consie with Hood again making another moveup out of the consie that included John Cukras and Keil. The next group of drivers had enough talent to belong in the main. John Stephan (winner of the USRA/

#### PRO SEMI-MAIN

PLACE	NAME	TIME	LAPS
1	TERRY SCHMID	4.62	232
2	JOHN STEPHANS	4.66	230
3	EARL CAMPBELL	4.66	228
4	BERNIE ERTRACHTER	4.62	228
5	BRUCE ERICKSON	4.61	226
6	ROB SPEIGHT	4.65	225
7	JOHN ANDERSON	4.73	221
8	RUSS BOYINGTON	4.65	217

#### SEMI-PRO SEMI-MAIN

1	FRED HOOD	4.71	228
2	LYNN STOKEY	4.87	221
3	GENE HUSTING	4.72	221
4	GILL GUNDERSON	4.95	220
5	MIKE REEDY	4.77	214
6	GREG DALE	4.69	213
7	JOHN STREET	4.70	212
8	BRUCE PASCHAL	4.70	209

#### SEMI-PRO MAIN

1	TOM HANSEN	4.68	452
2	FRED HOOD	4.71	450
3	LYNN STOKEY	4.87	438
4	GENE HUSTING	4.72	434
5	BOB BERNHARD	4.61	432
6	GIL GUNDERSON	4.95	428
7	DAVE KELLEN	4.62	340
8	HERB WADE	4.65	334

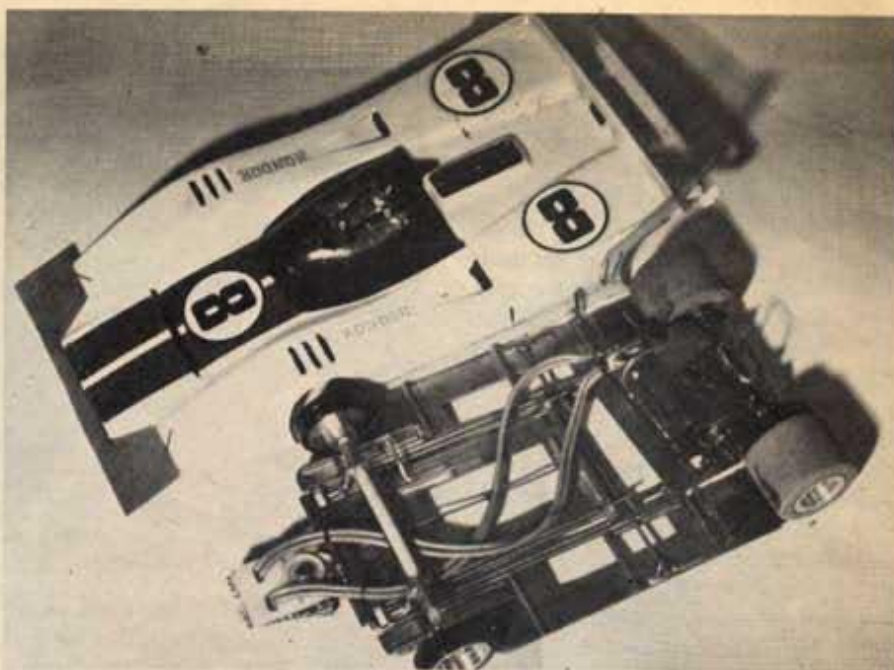
#### AMATEUR MAIN

1	DICK FRANCIS	4.87	455
2	GARY SUMMERS	4.64	454
3	DON MEINBERG	4.76	425
4	JIM BOOKER	5.06	374
5	DON ASPENSON	4.79	370
6	RICK SHIG	4.69	323
7	DAVE OSBORN	4.68	95
8	ROY HOOD	4.65	60



ARCO), Bob Emott, John Anderson, Mike Morrissey, Lee Gilbert, Dave Grant, Dave Howard and Fred Hood (again). Lee Gilbert led the first three heats. In the fourth heat Lee was caught in the middle of somebody else's crashes three different times, dropping him to third. John Anderson took first, with John Stephan on the same lap taking the other moveup. The semi was a real battle and when the smoke cleared, Terry Schmid won it, advancing to his third main in a row. Stephens, two laps back, was in second, and Earl Campbell and Bernie Ertrachter on the same lap took the final two moveups.

The main event had enough talent that any one of the eight starters had a fair chance to win, but just about everyone had it narrowed down to Steube and Brady. Jerry Brady was the only man from the East in the main, but they couldn't have picked a better representative. The cars were all teched, lined up and the race was underway. At the end of the first heat John Stephens held a one lap lead over Mike Steube. After the second heat Stephens was still in the lead, with Steube second and Mike Kondor third. The third heat, Stephens went to black and dropped to second, with Steube taking the lead, Kondor third and Brady fourth. At the end of the fourth heat Kondor had taken over the lead, with Steube second, Stephan third and Bill Steube fourth. The racing was just fantastic, with everyone so close that the positions were constantly changing. After the fifth heat Stephan had regained the lead, Kondor was second, then Steube and Brady. Now picture



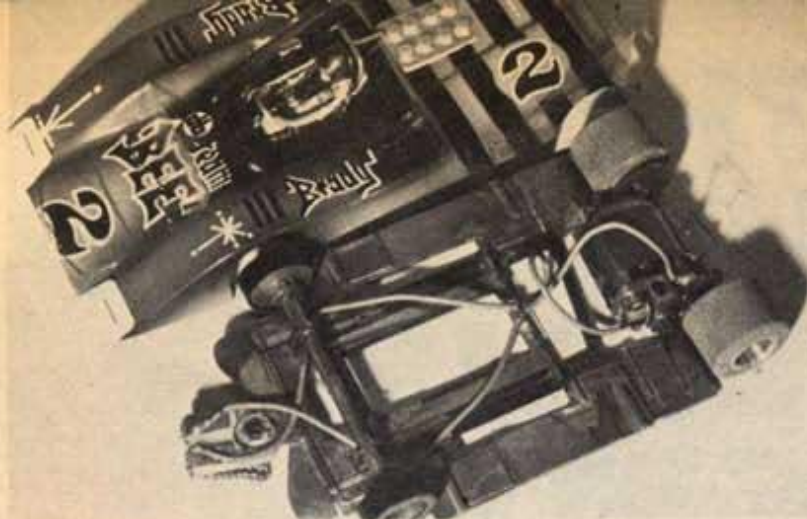
Third place went to Mike Kondor. This Mike Morrissey built car has standard pans, Arcolite front axle, Steube tires on front, Associated on rear, Green can with Arcos features a Thorp armature with No. 26-27 double wind, Cox gear with Steube pickup.

this, going into the last heat Kondor was less than a lap ahead of Steube, Brady was five laps back, and Stephan was two more laps back. But their relative positions on the track wasn't as important as the lanes they would be finishing on. When the final heat started, and within two laps, Kondor lost the lead. Kondor had moved to the green lane, which was down on power, and besides the batteries were

coughing. Kondor's car looked like slow motion compared to the other cars. Kondor runs for Thorp and I was sitting next to John Thorp and I thought John was going to die. About every ten laps Steube was putting another lap on Kondor. But there was somebody even passing Steube! Stephens had dropped seven laps on green and was driving like mad trying to catch back up with the leaders, and

NAME	TEAM	E.T.	LAPS	BODY TYPE	MOTOR CAN	ARMATURE	WIRE	MAGNETS
MIKE STEUBE	CHECKPOINT	4.49	449	KIRBY McLAREN	STEUBE	STEUBE CHAMPION	24	ARCO
JOHN STEPHANS	IND	4.66	444	CHAMPION McLAREN	GREEN	CERTUS	24	ARCO
MIKE KONDOR	THORP	4.58	444	KIRBY McLAREN	GREEN	THORP	26-27	ARCO
JERRY BRADY	BEE	4.47	444	BLOOM McLAREN	KEAN	KEAN CHAMPION	24	ARCO
EARL CAMPBELL	SPEED & SPORT	4.66	433	WATERS McLAREN	GREEN	ZIMMERMAN MURA	27-28	ARCO
B. ERTRACHTER	ZIMMERMAN	4.62	426	KIRBY McLAREN	ZIMMERMAN	ZIMMERMAN MURA	24	MURA "B"
TERRY SCHMID	ZIMMERMAN	4.62	421	ZIMMERMAN McLAREN	ZIMMERMAN	ZIMMERMAN MURA	24	MURA "B"
BILL STEUBE	CHECKPOINT	4.53	416	KIRBY McLAREN	STEUBE	STEUBE CHAMPION	26-27	ARCO





The only plate chassis to make the main was also the quickest. Jerry Brady's BEE Products (Brady-Emott-Enterprises) features BEE plate chassis, BEE pans and drop arm, RVM tires front and Steube on rear. Motor is a Kean can made from two cutdown Champion cans with Arco magnets, Kean armature, No. 24 wire. The new Faas steel pinion and bronze spur gears are used. Bloom did the out of sight paint job on the Waters McLaren body.



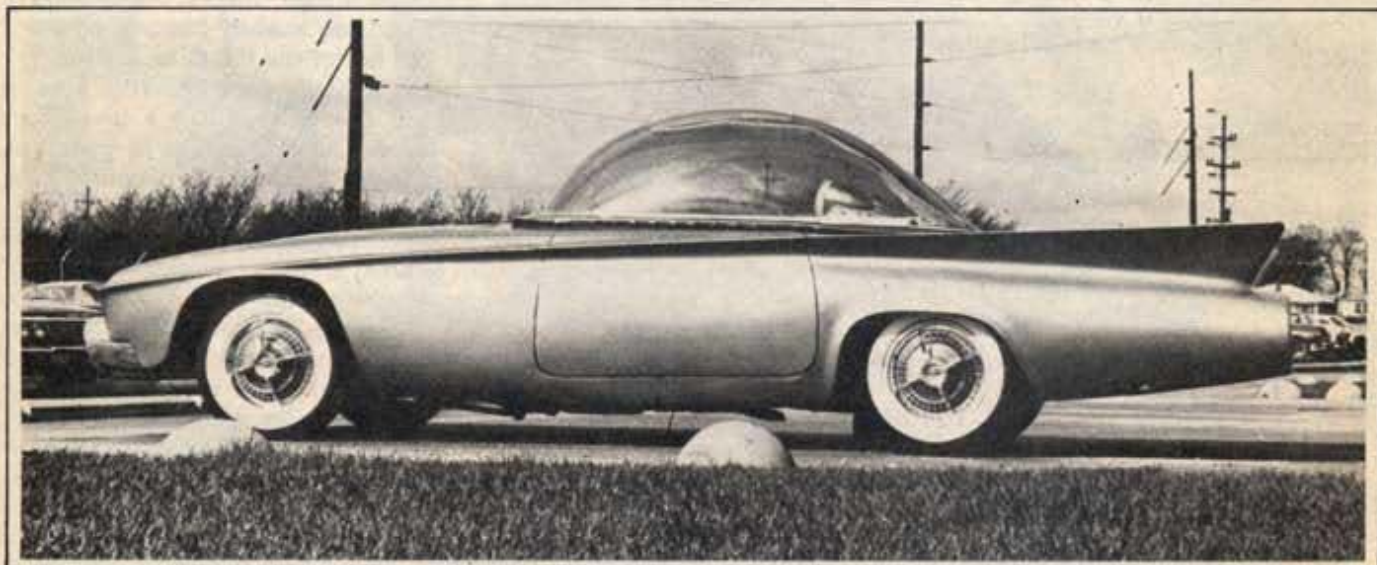
Winner of the semi-pro main was Tom Hansen. Tom built his own chassis with RVM front tires, Dynamic rear tires with 3/32" axles front and rear. Green can with Arcos featured a super-fast Dale double No. 27 wire on a Mura .007 blank with Thorp balancing. Cox gear and Jet Flag pickup.

he was even lapping Steube in the process! Brady, who was on the hurt black lane, found that with the power down he could punch the straightaway without fear of launching and could also punch the doughnut, and besides, he was even lapping Kondor. Although Brady was driving flawlessly, Stephens was still reeling him in, and at the finish Steube won it by five laps with Stephan pulling up to second, and Kondor holding off Brady for third. But Stephan, Kondor and Brady were all on the same lap! Unreal racing. Early Campbell, who is steadily improving, took fifth; Bernie Ertrachter, who has really improved his driving lately, took sixth. Terry Schmid drove well, but seemed to be down on power, finishing seventh and Billy Steube, who had the power but maybe drove a little too cautiously trying to avoid the crashes, finished eighth. If the rest of the N.C.C. races are as well run and the participation as great as this one, it should be a tremendous series. Our thanks have to go to Ron Granlee for the most beautiful track anywhere. We never had one problem with the lap counter. And do you know I can't remember anybody coughing a motor? And there were a lot of 26-27, 26-26 and 23's winds being run. A lot of the credit for this goes to the 36D brushes everyone is now using. Champion makes 36D parts for the 16D heads and Mura makes the 36D parts for the "B" heads which are also used on the very popular green type motors. Our thanks also goes to the listed contributors who helped to make this our most successful race.

CHASSIS	FRONT TIRES	REAR TIRES	TIRE GOOP	GEARS AND RATIO	CONTROLLER	PICKUP
MIKE STEUBE	STEUBE	STEUBE	STEUBE	STEUBE 7-35	GORSKI	STEUBE
GILBERT	DYNAMIC	DYNAMIC	ERICKSON	COX 7-34	GORSKI	ASSOCIATED
MORRISSEY	STEUBE	ASSOCIATED	DART	COX 7-36	PARMA	STEUBE
BEE	RVM	STEUBE	DART	FAAS 9-45	PARMA	STEUBE
GILBERT	RIGGEN	DYNAMIC	GLU-IT	COX 7-34	PARMA	SIMCO
MORRISSEY	RIGGEN	STEUBE	GLU-IT	COX 7-36	PARMA	STEUBE
GILBERT	RIGGEN	ASSOCIATED	GLU-IT	COX 7-36	PARMA	ASSOCIATED
BILL STEUBE	STEUBE	STEUBE	STEUBE	STEUBE 7-34	PARMA	STEUBE



# THE MONOGRAM/MCS "DREAM DRAGSTER" CONTEST



## Win Monogram's full-size "Predicta" show car!

Here's a contest you won't want to miss! Monogram Models and *Model Car Science* have teamed up to produce what surely must be one of the wildest contests ever conceived for you model builders.

The grand prize? Monograms' fantastic "Predicta!" That's right, you can win the Predicta, Monogram's famous show car, designed by Darryl Starbird. Check these pages for photos and a history of this fabulous car.

You'll have to work for the grand prize, of course! It won't cost you much money, just the price of a kit or two, but you'll have to work your brain, so get tuned up!

Here's what you have to do. First, read every word in this section at least three times so you understand, fully, the rules. Then, hustle out and pick up

a Monogram kit, bring it home and open it up. Next, sit down and stare at it for several hours.

Getting any ideas? Thought you would! Sure, that car would look great if it was chopped a little here, stretched a little there and . . . hmmm.

That's the idea! And that's also the idea behind this contest. We want you to take a Monogram kit and change it into a "dream dragster" of your own design. If your entry wins the big one, you'll get the fantastic Predicta for your very own.

There are other prizes, too, as you can see. Great prizes like dough, cash, bread, whatever you want to call it, and free subscriptions to MCS, so get with it!

While we've shown you what you can do with Monogram's dragster kit

(see Brick Price's great article on the "dream dragster" in the story following this one), you don't have to build a "rail," necessarily. You can make it a coupe, truck, pick-up, or what-have-you (see rule number two). That opens the door to just about any Monogram model car kit. With a liberal dose of imagination, you can transform any of them into a winning entry.

Read the rules and GO! The deadline for your entry is July 22, 1970 (see the official entry blank). Don't send us your actual finished model car. Send black and white photos and a description (see rule number three).

The contest will be judged by Raymond Hoy, Editor, and Brick Price, Associate Editor, *Model Car Science*, and members from the Monogram staff. Good luck!



## THE BIRTH OF A MODEL

That low-slung silhouette, mean and lean look of Monogram's dragsters is no accident. Monogram's dragsters such as the T'rantula, Hurst Hairy Olds and others – the same ones you'll be using to build your entry for the Model Car Science/Monogram Dream Dragster Contest – are the result of intensive planning and careful design, in which hundreds of ideas may be considered and culled before a model ever reaches the marketplace.

Ideas for new dragsters may come from any quarter – from Monogram designers, salesmen, members of Monogram's new products committee, or from modelers who make suggestions in letters.

The design process begins with the new products committee, which meets about once every week to consider and develop new kits. If members feel a particular dragster idea is worth further development, the sales department is asked to make a sales projection and the model shop is assigned to make a wood model of the dragster. Seeing a new model in three dimensional form makes it much easier to arrive at a sound decision.

In the new products committee stage, a great deal of research, planning and costing is done as the introduction of a new kit of any type represents many months of work and many, many thousands of dollars. About three out of five ideas that have gotten as far as the wood model stage are shelved at this time. Only two in five are considered good enough to develop further.

Once the committee has given its go ahead on a new kit, highly detailed drawings of each and every piece to go into the kit are made in the engineering department. These drawings are used to make the cavities for the molds which will produce the finished plastic parts.

To make these drawings as accurate as possible, a great deal of research in our own extensive library is done. The builder of a similar full size dragster may be contacted and often helps with data. If we don't have all the information we need, we will search out such an example and take numerous photographs and measurements. Every source of information is explored and utilized to compile a thorough file of data necessary to the production of the kit. It's been Monogram's policy to



*Monogram's engineering department, hard at work.*



*Monogram's model shop. Shhh! Don't disturb them, they're dreaming up new models – for you!*

produce only the most accurate kits possible, so we never guess.

After all the drawings for the new kit are finished, they are sent into the model shop to be translated into master models handmade from wood, plastics and metal.

At Monogram, the model shop craftsman is a combination of expert model builder, artist and sculptor. In addition, he must have the ability to prepare his finished master model parts for casting with epoxy to provide the mold makers with cavity casts for making the steel molds which will produce the finished plastic kit parts.

Drawings of the parts supplied to the model shop have to be transformed into three dimensional form utilizing wood, plastic and modeling clay. Along with the drawings supplied to the model maker are many photos of the actual subject, if available, to be modeled. These are necessary to duplicate all the contours accurately.

The majority of master models are made larger than the actual size of the production part. It's a lot easier to work in a larger size and accuracy is increased.

Once the master models have been completely carved and fitted together

to form the complete model, a process that takes many weeks, they are checked thoroughly for accuracy prior to disassembly and the making of epoxy casts.

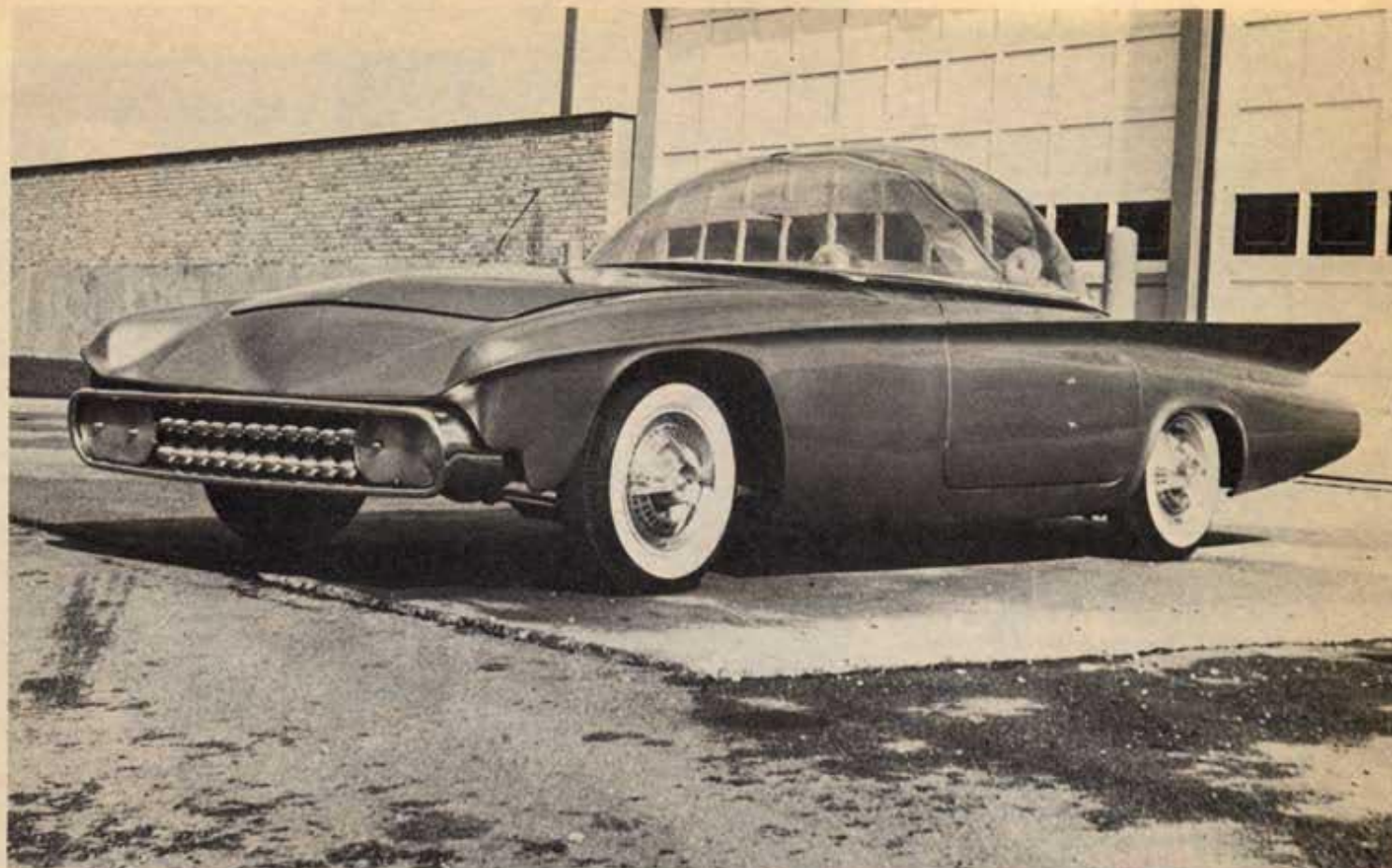
The model is now coated with a release agent similar to wax, so that the casting epoxy will not stick to the wood model after it has hardened. Epoxy is a very stable material with as little as .0004" shrinkage per inch. Since precise fit of all pieces in a kit is essential, shrinkage of the casts cannot be tolerated.

Once the epoxy cavity cast (which produces the outside detail and shape of the part) is finished, Monogram then has to make a core cast. This is the portion of the mold which forms the inside of large pieces so that a thin wall shell is produced.

The making of these epoxy casts is extremely complex and time-consuming but once they are finished, Monogram has master molds made from epoxy for each part that will go into the kit. Actual steel plastic-injection molds are made from these oversized epoxy ones and now, with the creative design process done, the new dragster is ready to go into production.



## HERE'S YOUR GRAND PRIZE — THE "PREDICTA"



The Monogram "Predicta" is one of the original bubble topped, experimental type, prize-winning show cars. It was designed and built by Darryl Starbird who also made many other outstanding show cars. It has won numerous car show awards from coast to coast, including the famous Oakland Roadster Show.

The Predicta was the first in the custom field to have such features as "unistick" steering, an electrically operated full lucite bubble top and individual cockpits with chest high safety padded dash. The Predicta features an all metal body which was basically an early type Thunderbird but has been so extensively restyled that only the hood resembles the original car.

The work took over 2000 man hours to complete. Power is supplied by a reworked 392 cubic inch, fuel-injected '57 Chrysler Hemi engine.

The Predicta has traveled over 50,000 miles while being shown. The car was actually road driven over 10,000 miles and was proven to be more than a "show" car. The Predicta has been featured in at least nine national magazines.





# MONOGRAM — MODEL CAR SCIENCE DREAM DRAGSTER CONTEST

## 1<sup>ST</sup> PLACE:

Monogram's full-size "dream car" — the fabulous Predicta!

## 2<sup>ND</sup> PLACE:

\$75 cash and one-year subscription to *Model Car Science* magazine.

## 3<sup>RD</sup> PLACE:

\$50 cash and one-year subscription to *Model Car Science* magazine.

## 4TH–25TH PLACE:

One-year subscription to *Model Car Science* magazine.

## BEST PHOTO AWARD

\$25 cash and a one-year subscription to *Model Car Science* magazine. While you may not have the winning model, a special award of \$25 will go to the entrant who submits the best photo in the contest.

## BEST OPERATING FEATURE AWARD:

\$25 cash and a one-year subscription to *Model Car Science* magazine. A special award of \$25 will go to the entrant who submits the best operating feature of a dragster in the contest.

## CONTEST RULES

1. Anyone residing in the United States and U.S. Possessions may enter except the employees of Monogram Models Inc. and *Model Car Science* Magazine and their families. *Model Car Science* writers are not eligible to enter.

2. Your entry must be built using parts from any Monogram car kits plus any scratch-built parts you may wish to make. Customize the model into your own version of the Dream Dragster. Make it as "way-out" as you wish, using any body style such as a rail job, coupe, truck, pick-up, etc. Although not necessary, parts of the T'rantula may make a good base from which to start.

3. Do not send us the model. Mail two black-and-white photos and a 50-word description of how you built it, and your name and address to:

MONOGRAM-MODEL CAR SCIENCE

Dream Dragster CONTEST 131 S. Barrington Place Los Angeles, California 90049

4. You may submit as many entries as you wish, but only your best entry will be selected for an award. Submit each entry in a separate mailing.

5. Upon entering, you agree to let Monogram Models Inc. and *Model Car Science* use photos of your car for editorial, advertising and public relations purposes. Photos and descriptions become the property of Monogram Models Inc. and *Model Car Science* Magazine, and none can be returned.

6. Entries will be judged on workmanship, originality and design.

7. This contest is void in states where taxed or prohibited by law.

ALL ENTRIES MUST BE  
MAILED ON OR BEFORE  
MIDNIGHT, JULY 22, 1970.

## OFFICIAL ENTRY BLANK

Here's my wild entry for the Monogram-Model Car Science Dream Dragster Contest. Enclosed are two black-and-white photos and a 50-word description of my model. I understand that the photos and descriptions I submit become the property of Monogram Models, Inc., and *Model Car Science* magazine and none can be returned. I agree to abide by all the rules.

Name \_\_\_\_\_

Street and Number \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

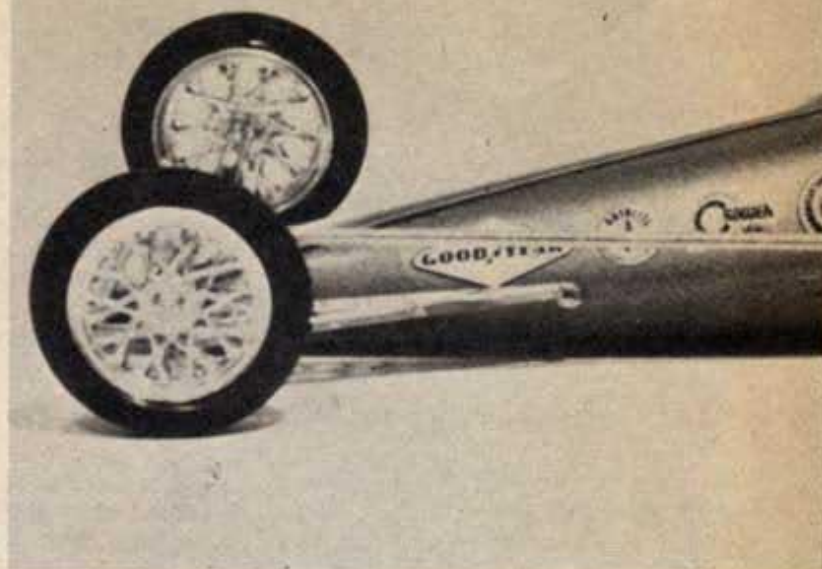
Age \_\_\_\_\_ Phone Number \_\_\_\_\_

June 1970/37



By Brick Price

# BUILD A "DREAM DRAGSTER"

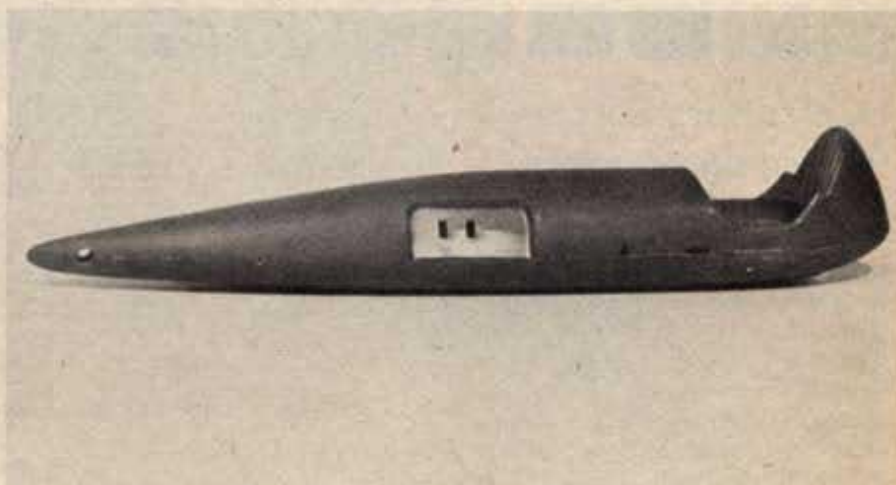
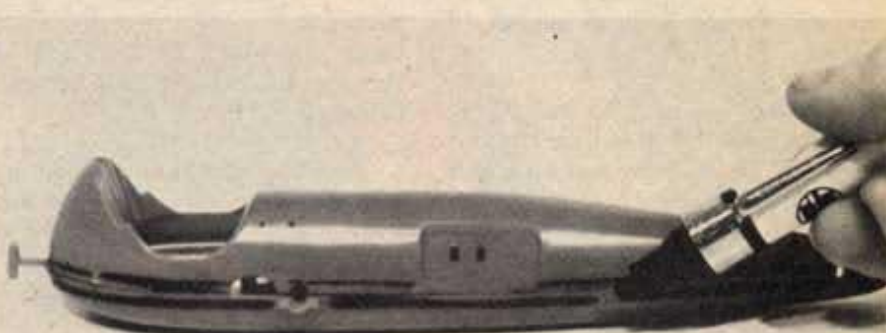


The "good old days" are gone forever . . . almost. The first dragsters in the early '50's had a lot of class. Most of these early dragsters were just cars stripped to a bare chassis with a minimum of body paneling to aid in streamlining. As time progressed, the auto frames were replaced with tubular chassis (rails) and more professional slippery bodies.

Monogram still has a dragster of this era which includes a nicely detailed driver that could be used in other racing models. It's no simple trick to convert this vintage rail into the type presently running at speeds over 220 mph, but the results can be well worth the effort.

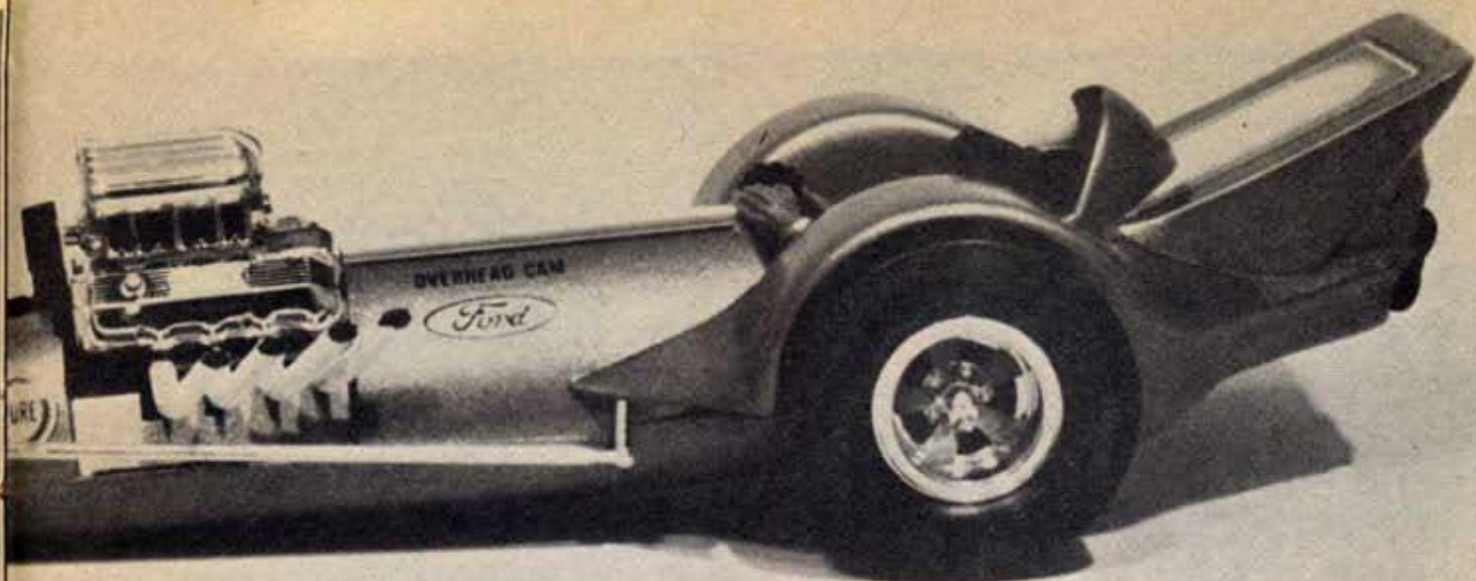
One of the problems facing the "digger" drivers is the tremendous show potential and crowd pleasing appearance of the funny cars. Most of the money available from strips goes into paying appearance money to the pro funny car drivers. To combat this, designers like Carl Casper, Tommy Ivo, and Tom Daniels are producing wild looking cars like the "Galloping Ghost" and "T'Rantula."

By combining various Monogram kits, you can custom build any of a thousand possible models of your own design. There is no limit to what you can do to create a stylish dragster as long as it appears to be able to run on a strip and haul in the trophies at a show.



*Early dragster bodies were top-heavy looking. To achieve the "now" (long lean) look, remove 1/8" from both Monogram body halves and glue together. Drill two holes in the nose to accept the T'Rantula tubular front end.*

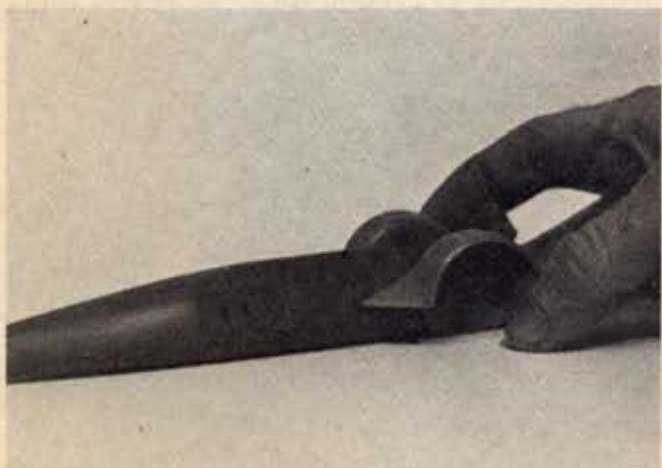




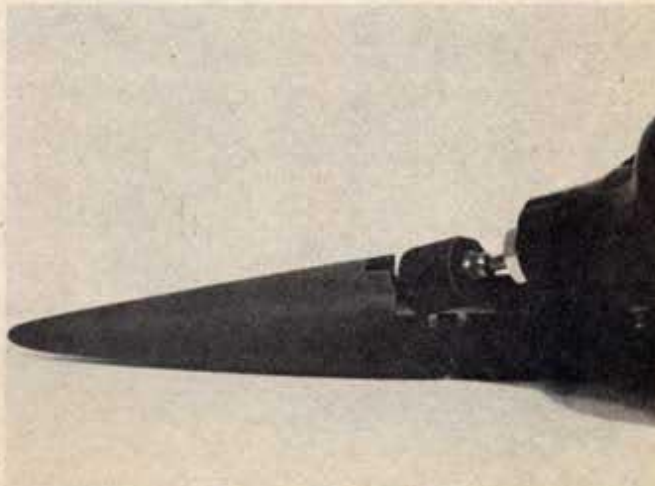
The fender area of the Monogram T'Rantula is wild looking. Carefully cut the fenders and driver's seat free from the body as shown.



Slowly sand the body and fenders where they will join to minimize putty work later.

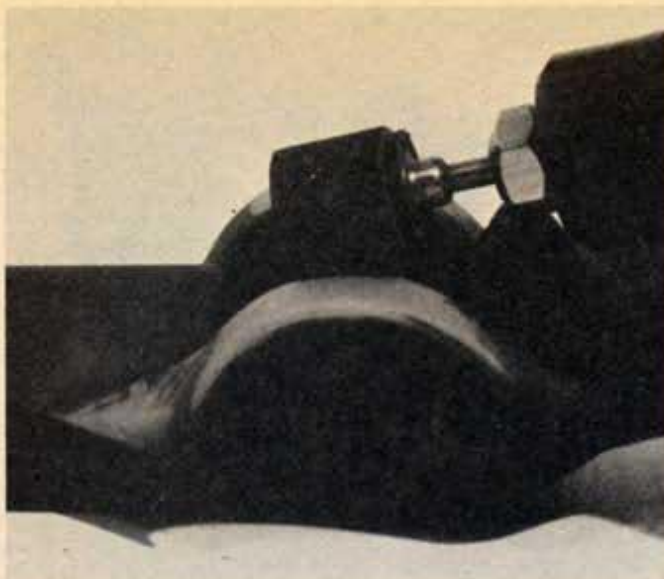


Glue the fenders in place and clamp the assembly together with rubber bands for at least two hours. The spoiler (white area) was cut from .050" sheet styrene.

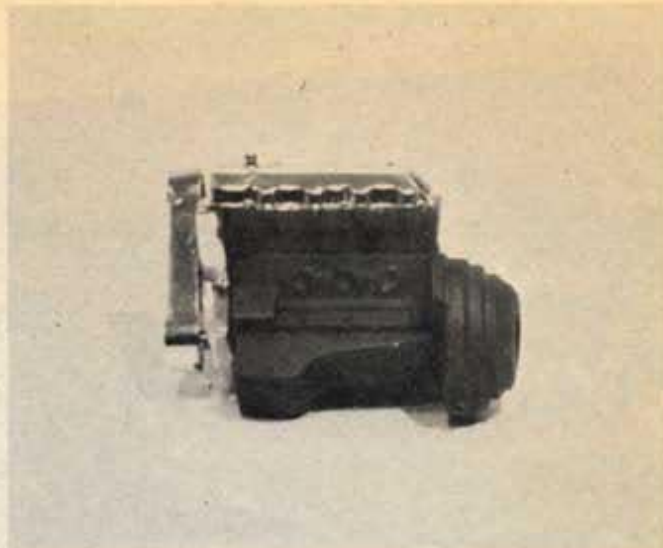


The tired Hemi can be replaced with the potent 427 DOHC Ford Engine from the T'Rantula. Cut a hole just large enough to accept the engine.

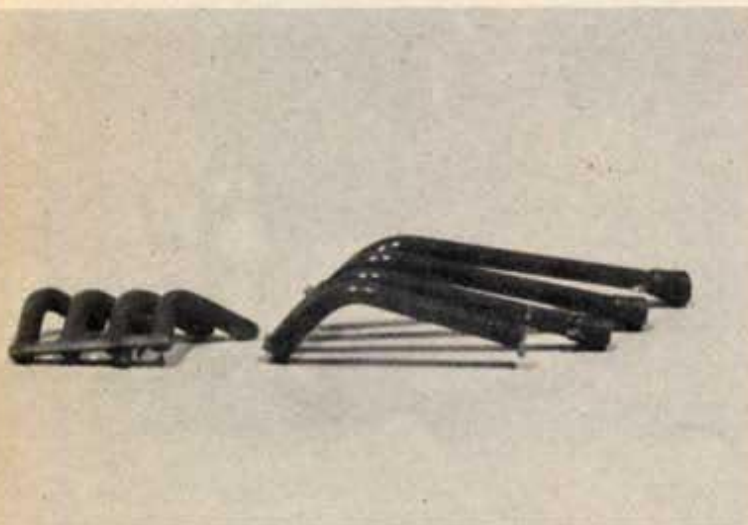




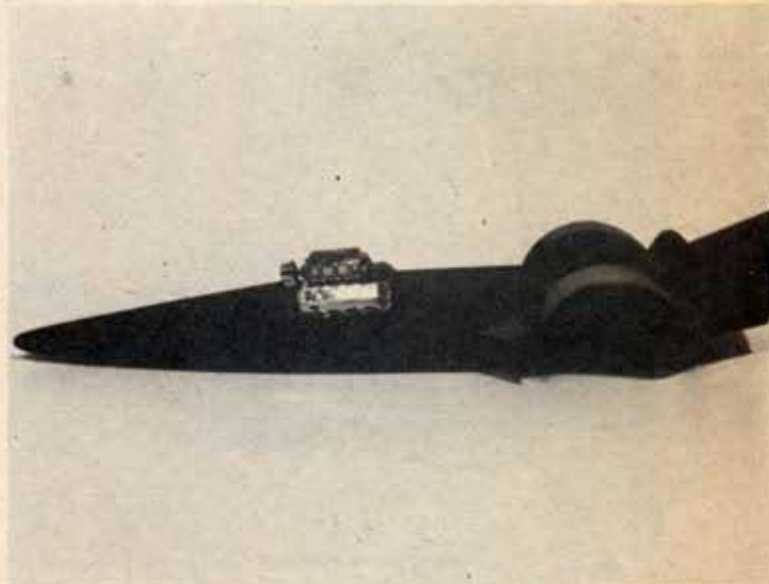
Grind the simulated vents off the fender unit and finish with fine wet and dry sandpaper.



Cut the last 1/4" off the bell housing and assemble the engine per kit instructions. Flat color paints are usually best for engines because they set off the chrome.



The stylish "Spider Leg" exhaust pipes may look good, but they are not as effective as zoomies. Cut the pipes with an X-acto saw, to equal lengths.



Place the engine into the body and check for fit.



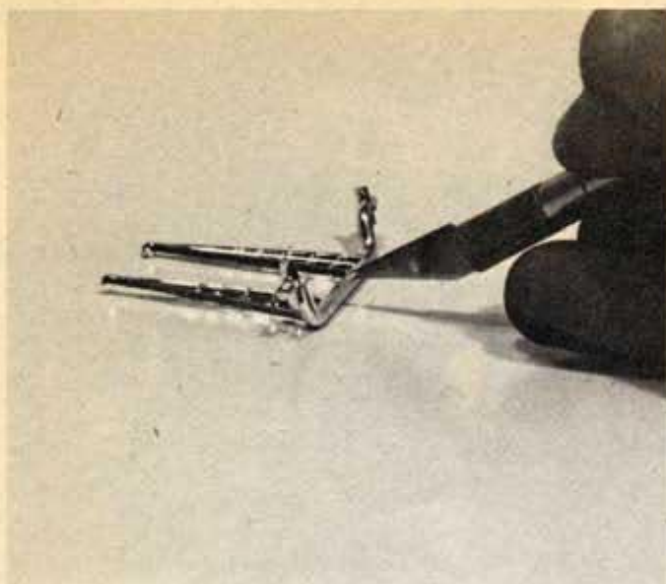
Wipe all dust from the body with a tack cloth after a thorough cleansing in soap and water. Spray the body with at least one coat of automotive primer and check for any imperfections in body work.

40/Model Car Science

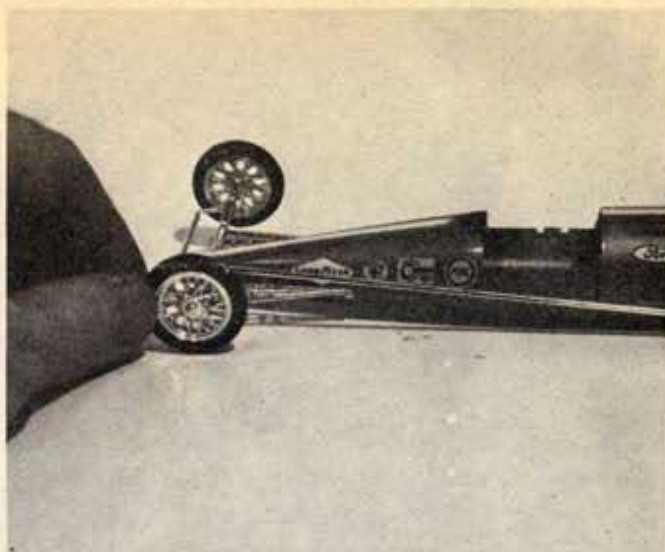


A good bright undercoat is essential for candy paint jobs. I spray all cars with a silver or gold base coat even when using solids or metallics since it seems to add more lustre.





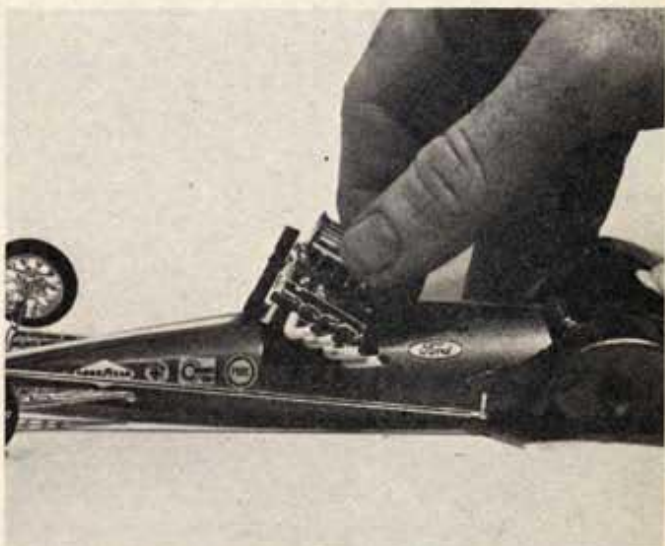
*Split the T'Rantula front end exactly in half with a knife or saw and glue it back together through the nose of the body.*



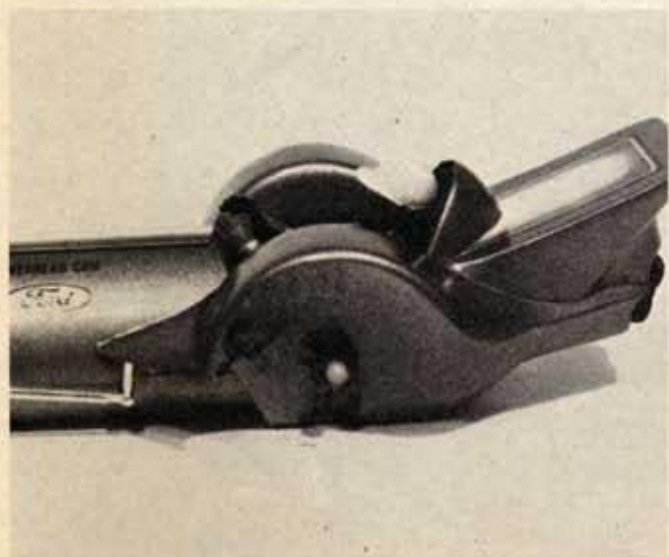
*Install T'Rantula motorcycle wheels and check front end alignment before the glue on the axle has had time to set up.*



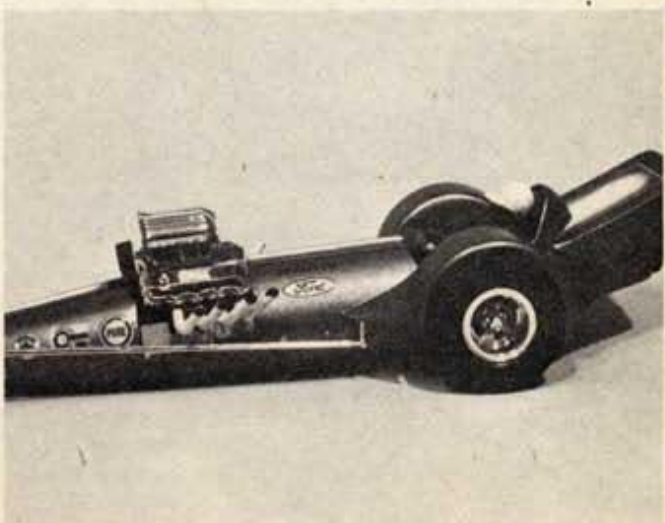
*The early Monogram dragster is one of the few kits available with a detailed 1/25 scale driver. Flat color paints for flesh and clothes are a must for ultimate realism.*



*Liberally apply styrene glue or Pliobond to the crankcase cover of the engine and place it in the body.*



*Drill a 1/8" diameter hole completely through the body to accept the T'Rantula's rear wheel but don't glue it in place.*



*Glue the wheels to the axle. Paint the wheel spokes with Pactra's flat steel to give them a realistic appearance. Too much chrome on a model gives it a cheap, plastic look.*



# H.O. CONTEST WINNERS NAMED

Part One (to be concluded next month)

Auto World's gigantic contest for H.O. cars drew these magnificent cars from the wee world's finest builders.

When Auto World, modeldom's biggest mail order house, puts on an H.O. contest, they get *entries*! The rules for this fantastic contest were featured a few months ago in MCS. Now that the contest is over, here are the winners, in all their glory.

We've purposely avoided going into a lot of detail about each car, due to the space it would require. Instead, we want to give each photo as much room in the magazine as possible, along with the name and address of each category winner.

Beginning in the next issue we'll show you highlights of the most interesting chassis shown here. You'll get the opportunity at that time to really study, in detail, the fantastic cars shown here.

So here they are, the winners of Auto World's outstanding H.O. model car contest. If you dig H.O. scale cars, these winners should really set your brain on fire with ideas!



## CONTEST WINNERS

### 1970 AUTO WORLD H.O. INTERNATIONAL CHAMPION

Kenneth F. Perkins  
Marshland Rd. RD No. 1  
Apalachin, New York 13732

### BEST ROADSTER

Ron Esterline  
3120 Christopher Lane  
Indianapolis, Indiana 46224

### MOST SOPHISTICATED CHASSIS DESIGN

Kenneth F. Perkins  
Marshland Rd. RD No. 1  
Apalachin, New York 13732

### BEST ORIGINAL BODY DESIGN

Eddy Argenbright  
942 Kellogg Avenue N.W.  
Roanoke, Virginia 24012

### BEST ENGINEERED CHASSIS DESIGN

Carl Dreher  
6957 Ash Avenue  
Gary, Indiana 46403

### BEST CLASSIC CAR

Kenneth F. Perkins  
Marshland Rd. RD No. 1  
Apalachin, New York 13732

### BEST PSYCHEDELIC PAINT DESIGN

Glen Yancoskie  
109 Sarah Street  
McKees Rocks, Penna. 15136

### BEST CONSTRUCTED BODY

J. Michael Sells  
13 Frost Ave. Lot No. 2  
St. Paul, Minn. 55109

### BEST TRUCK

Kenneth F. Perkins  
Marshland Rd. RD No. 1  
Apalachin, New York 13732

### BEST JET CAR

Craig & David Holland (twins)  
c/o TSGT Carl Holland  
SHAPE, SHOC MAINT  
APO New York, New York 09055

## MODIFIED NASCAR (DIVN. 1-A)

### FIRST

John Jolley  
1133 Apt. B, S. Seminole  
Chattanooga, Tenn. 37412

### SECOND

Donald W. Lazevnick  
909 Albert Rd.  
Peekskill, N.Y. 10566

### THIRD

Frank Przemielewski  
49 Codrington Ave.  
N. Plainfield, N.J. 07060

## NASCAR STOCKERS (DIVN. 1-B)

### FIRST

Brock Lohose  
708 E. Aimsworth  
Pasco, Wash. 99301

### SECOND

Stephen Foss  
72 Elm Rd.  
Princeton, N.J. 08540

### THIRD

Billy C. Martin  
206 Chestnut  
New London, Iowa 52645

## CAN-AM (DIVN. 2)

### FIRST

J. Michael Sells  
1310 Frost Ave. Lot No. 2  
St. Paul, Minn. 55109

### SECOND

Robert E. Barnett  
607 Villa Dr.  
Norman, Okla. 73069

### THIRD

Dan McArthur  
2020 Cliffview Rd.  
Cleveland, Ohio 44121

## TRANS-AM (DIVN. 3)

### FIRST

Ron Esterline  
3120 Christopher Ln.  
Indianapolis, Ind. 46224

### SECOND

Gary Grassman  
1526 Carroli Dr.  
Garland, Texas 75040

### THIRD

David Vanderbildemen  
527 Westview St.  
Lenoir, N.C. 28645

## NHRA FUNNY CARS (DIVN. 4)

### FIRST

Wendell Suyama  
17001 Brighton Way  
Gardena, Calif. 90247

### SECOND

T. Max Copenheaver  
1351 Beeler Ave.  
York, Penna. 17404

### THIRD

Randy Seeley  
Welsh Rd., Box 131  
Ambler, Penna. 19002

## NHRA DRAGSTERS (DIVN. 5)

### FIRST

Kenneth F. Perkins  
Marshland Rd. RD No. 1  
Apalachin, N.Y. 13732

### SECOND

Luis P. Martinez  
P.O. Box 159  
Bronx, N.Y. 10458

### THIRD

Russell Baldwin  
1710 Nottingham Ct.  
Wichita, Kan. 67204

## USAC/FORMULA (DIVN. 6)

### FIRST

Orville Banasik  
2406 10th North  
Fargo, N.D. 58102

### SECOND

Russell Smith III  
748 Ott Street  
Harrisonburg, Va. 22801

### THIRD

Tom Hauschild  
719 Lincoln  
Owatonna, Minn. 55060

## INTERNATIONAL GT (DIVN. 7)

### FIRST

Angelo Pupillo  
335 Belmont NW  
Warren, Ohio 44483

### SECOND

Rich Kerr  
1107 Allston Rd.  
Havertown, Penna. 19083

*Continued*  
June 1970/43



Continued

**THIRD**

Dan McArthur  
2020 Cliffview Rd.  
Cleveland, Ohio 44121

**DUNE BUGGIES (DIVN. 8)**

**FIRST**

Glenn Yancoskie  
109 Saran Street  
McKees Rocks, Pa. 15130

**SECOND**

Roy W. Headrick  
Box 266  
Mullinville, Kan. 67109

**THIRD**

Barry Brack  
9 Dunster Street  
Carteret, N.J. 07003

**CUSTOM CARS (DIVN. 9)**

**FIRST**

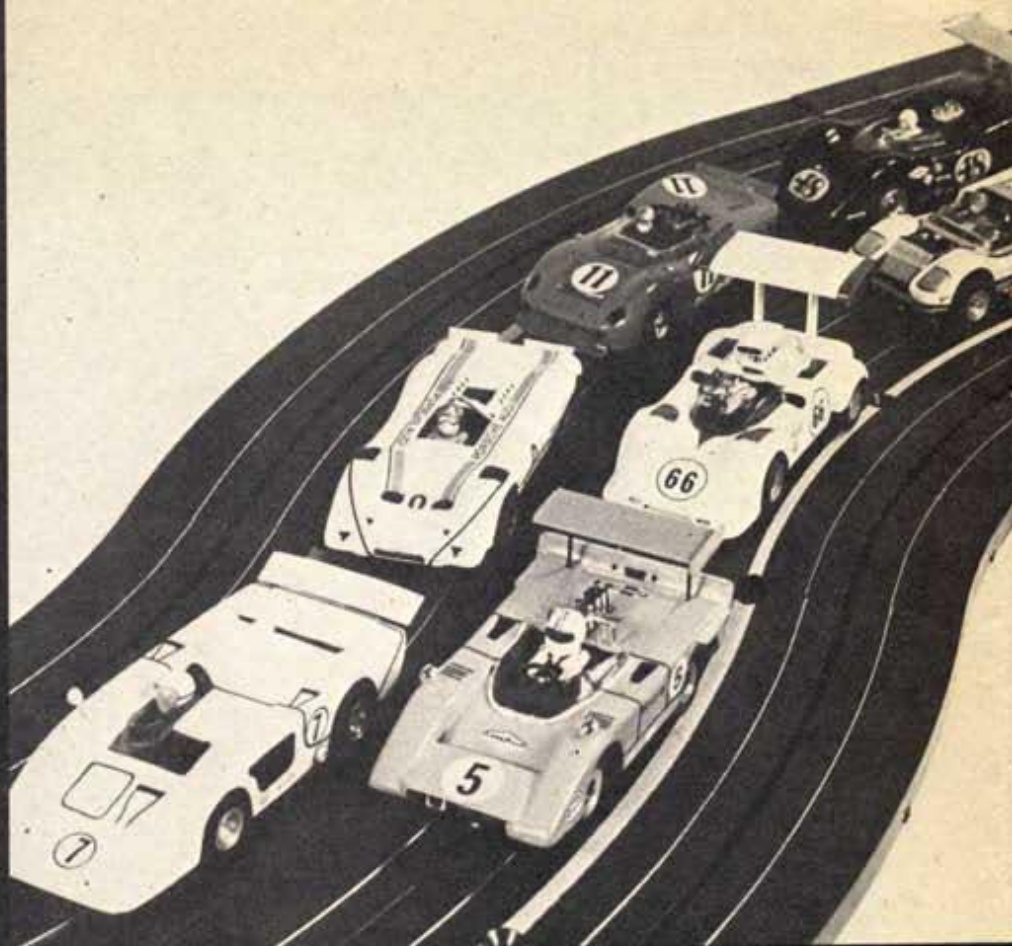
Eddy Argenbright  
942 Kellogg Ave., N.W.  
Roanoke, Va. 24012

**SECOND**

Howard Kilgore  
7001 Hadley  
Overland Pk., Kan. 66204

**THIRD**

Brent Connick  
24 Corte Encina  
Moraga, Calif. 94556



*SOME Can-Am cars!*

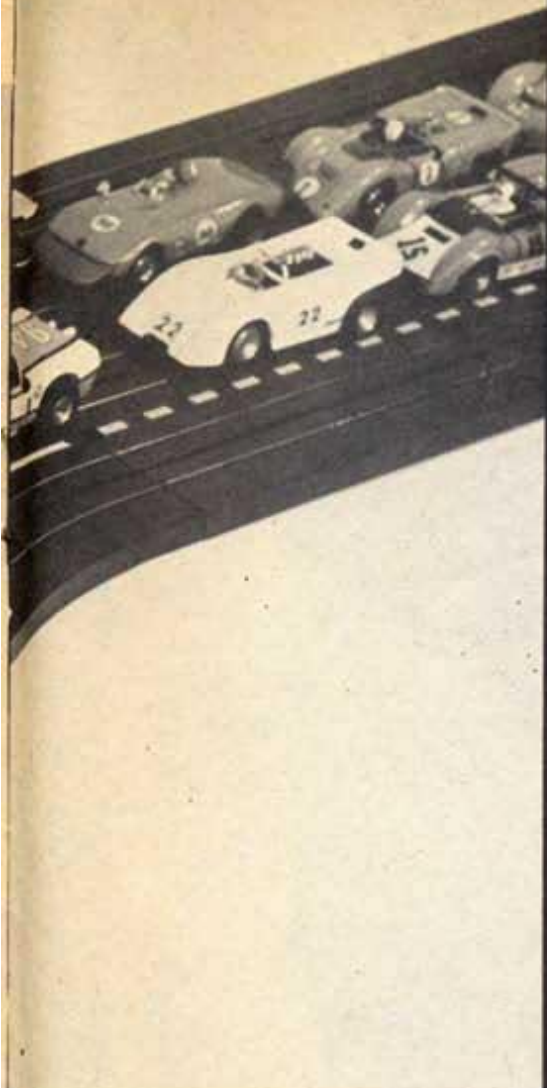


*1st Place - Trans-Am*

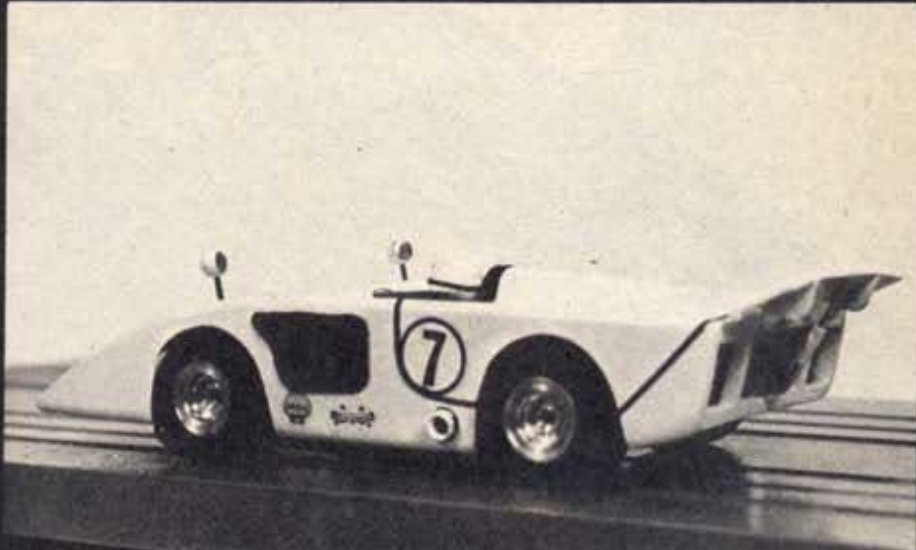


*2nd place - Trans-Am*

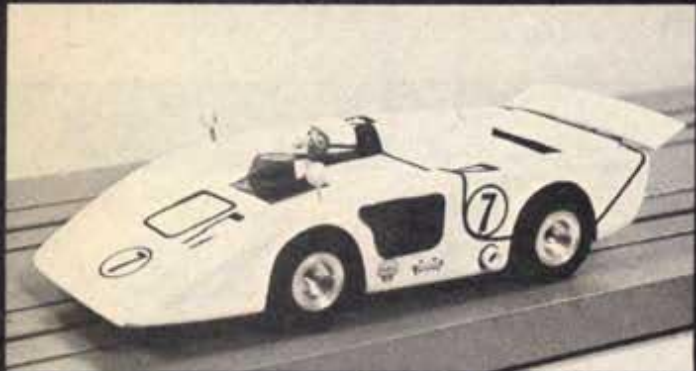




*1st Place - Dune Buggies 2nd Place*



*Best Constructed Body*



*1st Place - Can-Am*



*3rd Place - Can-Am*

*Two Shots  
of 2nd  
Place  
Car -  
Can-Am*

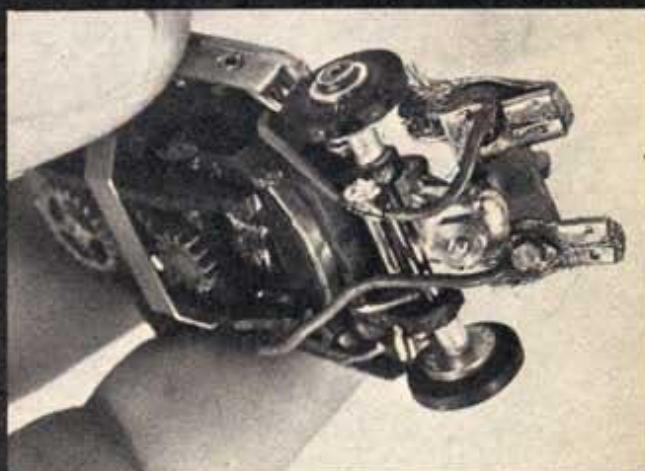
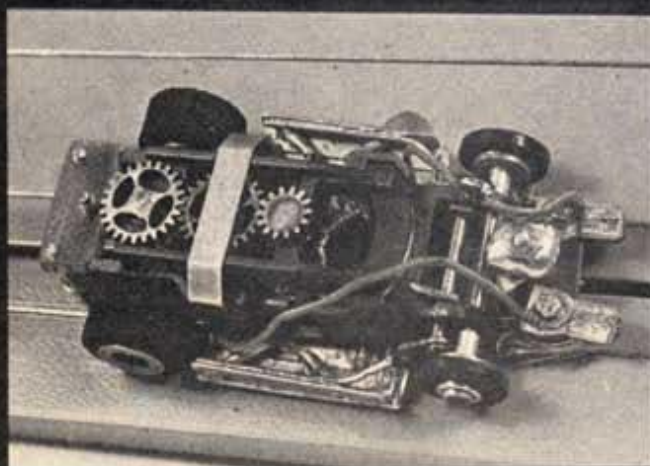


CONTINUED





*Some of the Trans-Am cars*



*Best Engineered  
Chassis*





1st place - Modified NASCAR and 2nd place



3rd place Modified NASCAR



1st place - USAC / Formula



2nd place - USAC / Formula - 3rd place



# AWESOME AUSTIN

We take Revell's winning A-50 kit a few steps farther.

## By Brick Price

Just about everything you could imagine has been run at the Baja 1000 race through Mexico. The one car that I hadn't seen, but which looked fit for the job, is the Austin A-50 which is so formidable on drag strips.

Out of idle curiosity I called Dave Lewis at Hollywood Sports Cars and told him of my plans for my "Baja Bombshell" to see if it was feasible. The reply, condensed to layman's terms, was "far-out!" I suppose that meant it would work, since he then proceeded to shell me with information on how to convert it. The Revell '50 Austin Drag Sedan is a natural for converting it. The Revell '50 Austin Drag Sedan is a natural for converting to "boony-thrashing." Fiberglass bodies are readily available and could be used on a standard automobile chassis in the same manner as a dune buggy.

A heavy duty suspension and adequate ground clearance are necessary to clear such obstacles as rocks, ruts, water, and vagrant taco wagons. Wide, high-flotation tires with ample tread keep the car from digging into the sand and yield tractor-like traction.

Driver and navigator safety should include at least a roll bar, shoulder harnesses, fire extinguisher, additional lighting, and head restraints. Creature comforts are limited in most race cars, but a quick trip through Baja is like a pleasure ride on a jack hammer, so good seats are a must.

Last, but not least, the mill requires special consideration. The Ford 427 SOHC engine is very potent and reliable in drag racing trim, but a bit vulnerable when exposed to dust. The large quad and air cleaner in Revell's Mustang kit are the ideal replacement for the injectors.

With a few evenings of work you should be ready to dust off all competition. The Austin can be modified to look at home at Baja, dirt ovals, a drag strip, or even on the street (with quiet mufflers - - - shhh).

48/Model Car Science



Ready to assemble plastic model of a real "MOD" machine

## '50 Austin Drag Sedan

Revell



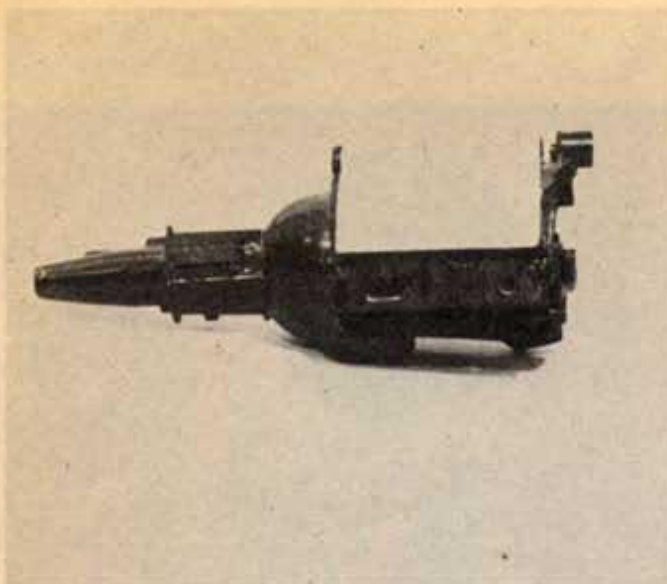
Coupon For **FREE**  
Goodyear Patch  
In This Kit!

Aside from the obvious contents of Revell's Austin kit, you'll also receive a certificate for a free swiss embroidered patch. This kit includes the Goodyear patch certificate, but you'll find a variety in other Revell kits. Yet another bonus is an order form for Carroll Shelby's day-glo race jacket at a miserly \$4.95.

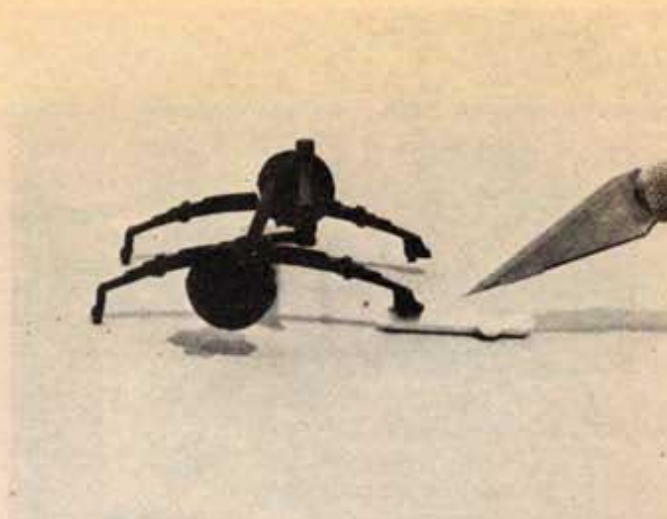


Assemble the chassis as normal but add pieces of scrap plastic between the springs and frame to add the desired height (approx. 1/8" or more).

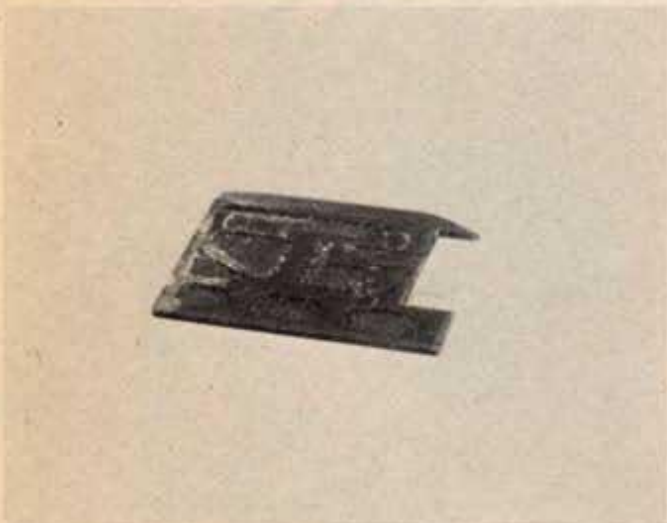




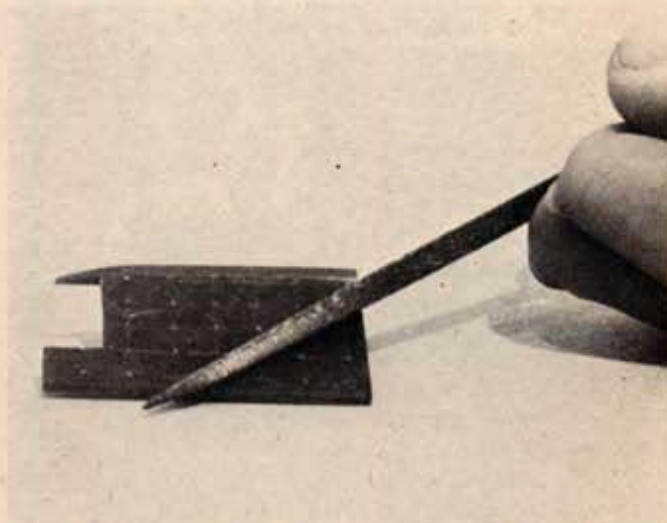
Replace the Austin's manifold with the 428 Cobra Jet 4-barrel manifold from Revell's Mustang kit.



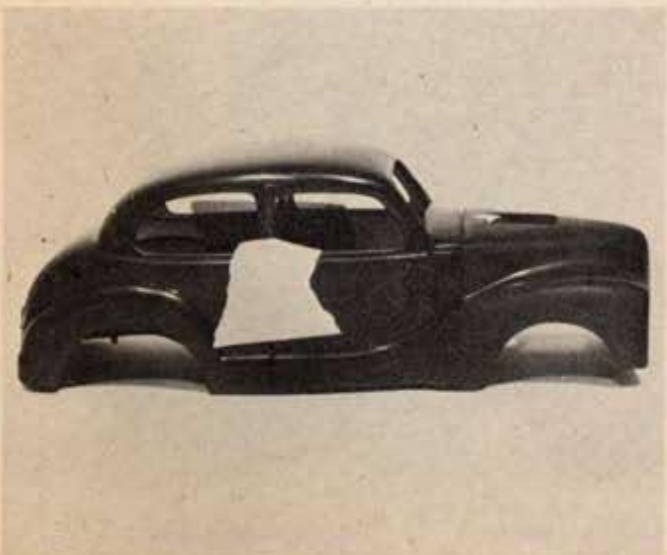
Carefully assemble the front end and avoid getting glue on the working steering. Glue chunks of scrap plastic from the parts "tree" under the four spring mounts to raise the front end.



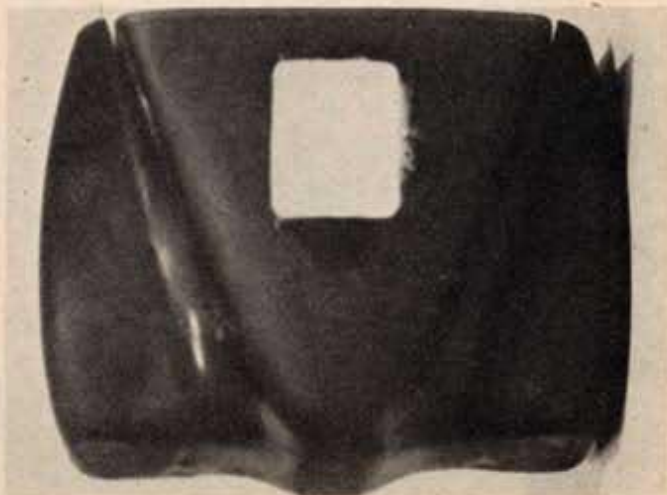
Revell must really be sharp to plan a kit for customizing. They've included the detail on the inside of the door panels.



If you file the door handles off the left hand interior piece and glue it to the right hand door, it will give the appearance of a gutted interior with raw metal showing.

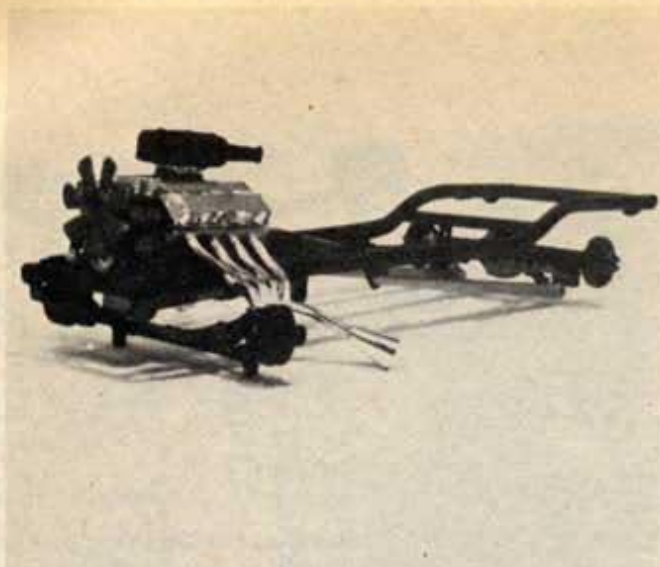


Tape the doors shut while installing the hinges to ensure a precise fit. Leave the tape in place until the glue has set.

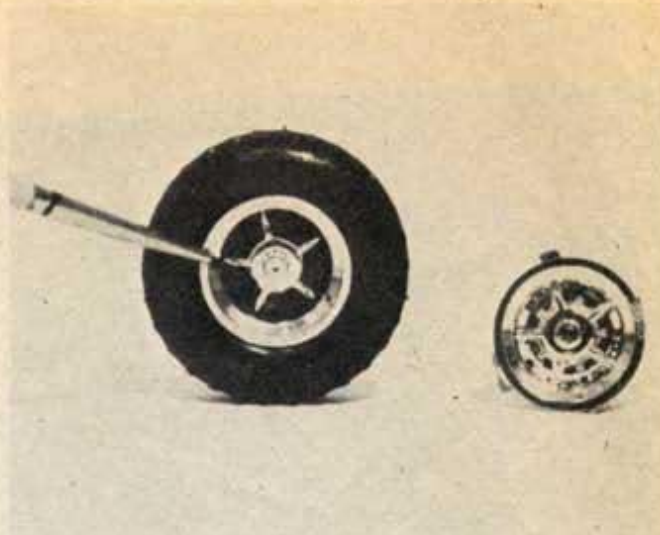


Cut a piece of plastic to fit in the hole cut for injectors in the hood. Body putty will fill in any cracks if the fit isn't exact. File the joints flat and blend them into the hood contours with No. 400 grit sand paper.

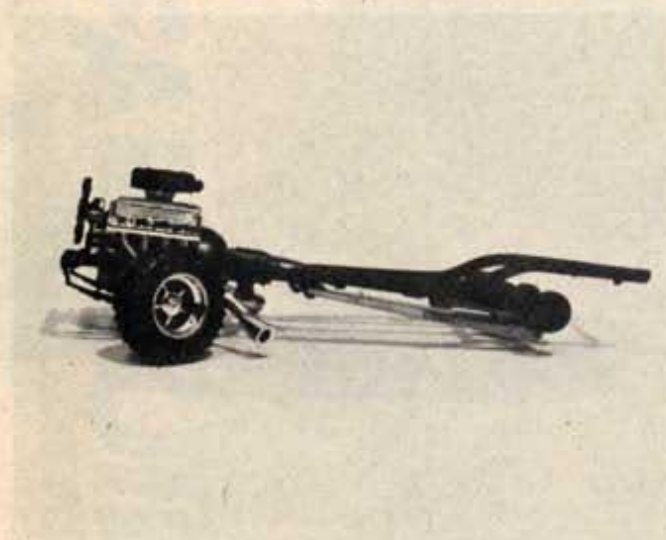




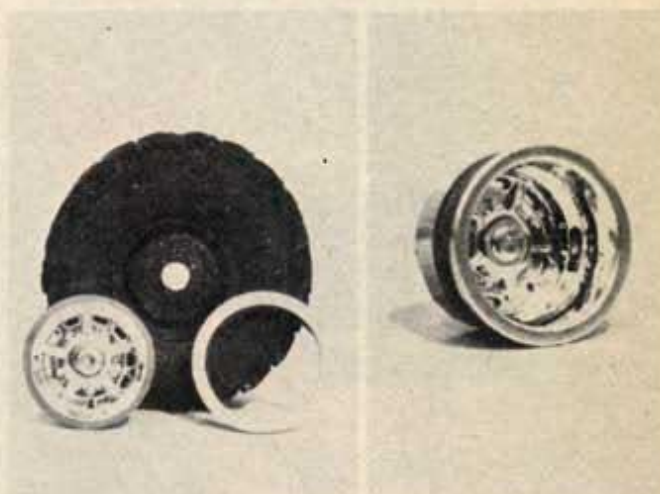
Install the fan blade, carburetor and air cleaner from the Revell Mustang kit on the engine and glue it in place.



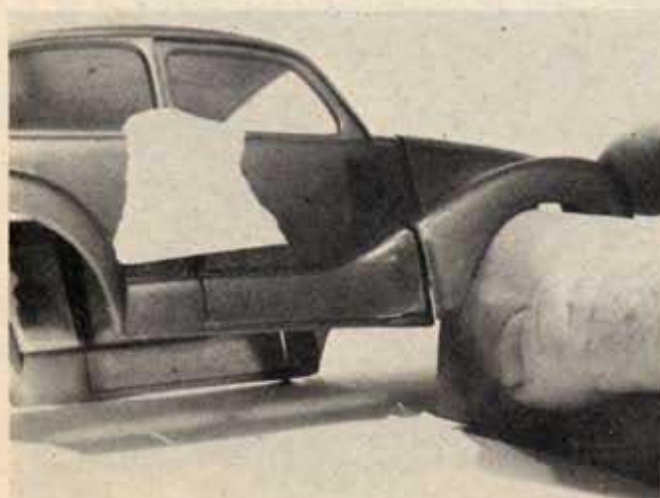
Dune buggy rims, like those in the Revell Empi Imp, really look groovy on a car like this. Paint all but the spokes and rim flat black to give them a realistic appearance.



SNAP the wheels onto the front end. If glue is used they won't be able to turn.

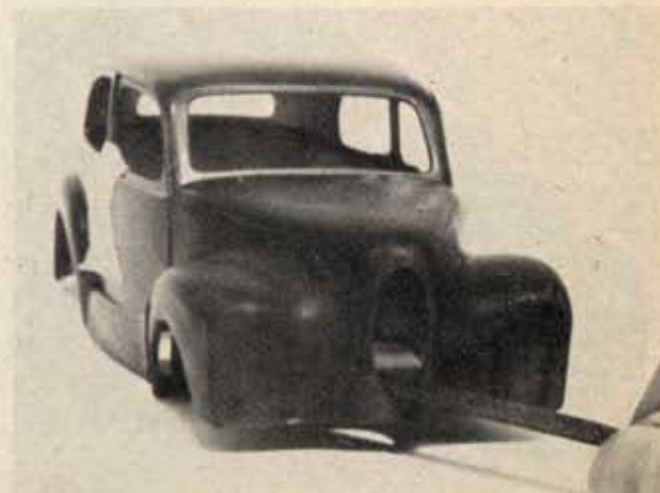


Goodyear Terra tires are huge! The chrome inner wheel half from Revell kits is just the right size to use in deep dishing the Imp wheels. Sand the outer flange of the wheel and glue the ring in place.



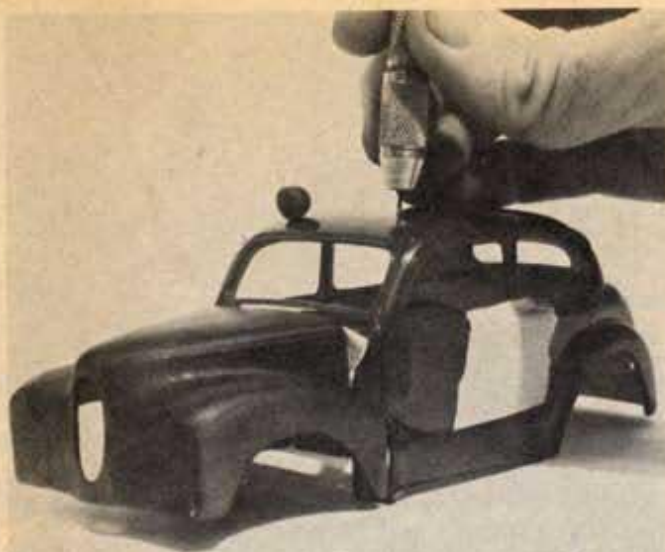
With massive rubber all around, it's immediately obvious that neither set of wheels will turn without sufficient clearance. Wrap sandpaper around the neck of a bottle and remove  $3/32$ " of plastic from each wheel well.

50/Model Car Science

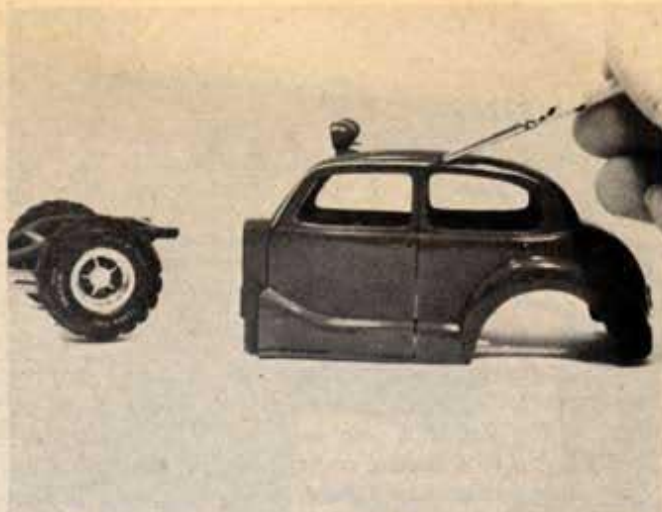


Drag sedans have little use for a grille opening, but an engine would quickly fry without cooling air at Baja. File a large oval opening in the hood in roughly the same shape as a '58 Edsel Grille.





*Drill two holes in the body 1/4" in from each side to mount the Empi Imp lights.*



*Bodies as detailed as this look outstanding when the chrome trim is painted on. A "000" brush dipped in silver paint and drawn across the trim at 90° angles will give the best results.*



*Interior detailing includes Mustang custom seats, a spare tire, oil and gas cans, Austin Roll bar, helmet and a fire extinguisher.*



*Final detailing should include painting the Goodyear letters on the tires, sponsor decals and numbers. Don't be afraid to hand letter the driver's name and number since most of the real cars are crudely lettered by the owners anyway.*



*How's this for detail in a kit? The steering works, both doors and the hood are hinged.*





# THE AMERICAN COLLECTOR

By David Sinclair

Unfortunately, I wasn't able to go to Nurnberg, Germany for the International Toy Fair this year as I had planned, due to a sudden and critical illness in my immediate family. However, I did get to New York City for the show there. The big news in New York was the first showing of the prototype of Pocher's third great super-kit, which was a well-kept secret until the show. Everyone had expected Pocher's new kit to be a Bugatti, but instead they came up with a Rolls Royce Phantom II Drophead Coupe which is expected to be delivered in the United States in the fall of this year. The Rolls Royce is, of course, considerably longer than their previous 1/8 scale models and will have over 2000 individual parts. If you thought their Fiat and Alfa Romeo kits were something, wait until you see this one! The steering, suspension, brakes, fan, pistons, crankshaft, valve springs all work! The headlights will be wired to a concealed battery and will light when you turn the key on the dashboard. The doors open, windows roll up and down when you turn the little cranks, the top over the front seat rolls

back, the "refreshment bar" on the back of the front seat opens. The glove compartment opens and inside you will find a tiny pair of leather driving gloves. The cluster of instruments on the dash are under a single glass panel and there is even a real rug on the floor. All parts are pre-finished as usual and there is no painting to contend with. Announced price-\$139.95, plus shipping costs.

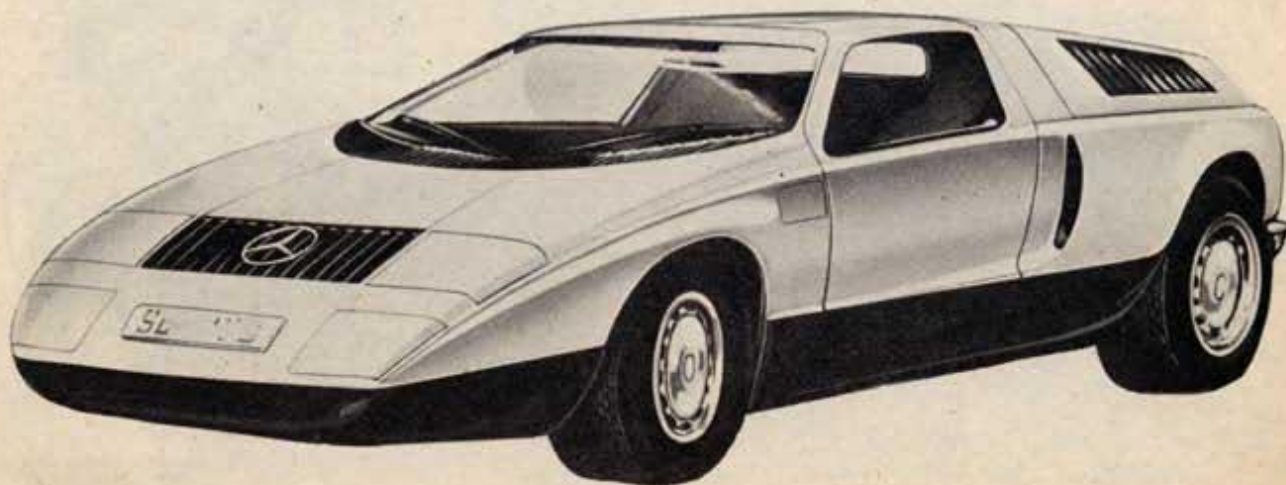
The Rolls Royce was displayed inside Pocher's new display case kit. Due to production problems the original display case kit of wood and plastic, which Pocher announced last year, was abandoned. Their new display case kit will be far superior, being constructed of real glass and wood and large enough to accommodate any of their three models. Practically everyone who has built a Pocher model has expressed the desire for a case to protect these models from dust and careless handling and will look forward to the availability of these display case kits in the near future.

Chevrolet Corvette fans will be happy to know that 1/43 scale die-cast models of the present Corvette design

will soon be available both from Marklin of West Germany and a new Spanish die-cast company which will also make a model of the American Motors AMX. The Marklin model will probably be available first.

Rio claims they will finally deliver their 1941 Lincoln Continentals and 1929 Lancia sedan and Touring Car to the U.S. in April or May. They have been plagued with production problems as well as labor strikes for many months, during which time hundreds of collectors have been patiently awaiting the much desired Lincoln Continentals. For 1970 Rio plans the "SJ" Duesenberg 1934 Dual Cowl Phaeton which will be available with top up or down. According to their color brochure, the top up model will be blue with a white top; the open version will be gray with black fenders and top concealed. Rio will also release the famous American Veteran car, the 1908 Thomas "Flyer" which won the New York to Paris Rallye. This car will be white with its name written on the hood and an American flag flying behind the rear seat. Classic car fans will also be interested in Rio's

*This Mercedes C-111 will be made in 1970 by Schuco in 1/16 scale, as well as by Marklin, Solido and Mercury in 1/43 scale.*





version of the Bugatti 5000 cc model "T-50" of 1932. This handsome and rakish coupe features an unusual custom paint job with black fenders and top and the red of the hood extended back over the door panels in the manner so popular in custom cars of that era. Mounted on the rear will be twin spare tires. The fifth new model announced by Rio will be a Super-Fiat Dorsay de Ville 1921 limousine. The fenders, top of the hood and top will be black, and the vertical panel running the length of the car will be blue.

Marklin has announced the sensational new Mercedes C-111 in 1/43 scale and Schuco will make the same car in 1/16 scale with battery powered motor and headlights that turn on as they pop up. Also in 1/16 scale, Schuco will offer the fourth in their big clockwork powered race cars, Jackie Stewart's "Matra Ford." Although these are actually "super toys," their detail is so great that many buy them as collectors' models. Their visibly operating differentials are unique in toy manufacture.

Solido has announced several new models for 1970, including the Lola T-70, the McLaren, Ferrari 312 T, Alpine 1300 and their own version of the Mercedes C-111. Already available in the U.S. are their new Ferrari Daytona and Porsche 908.

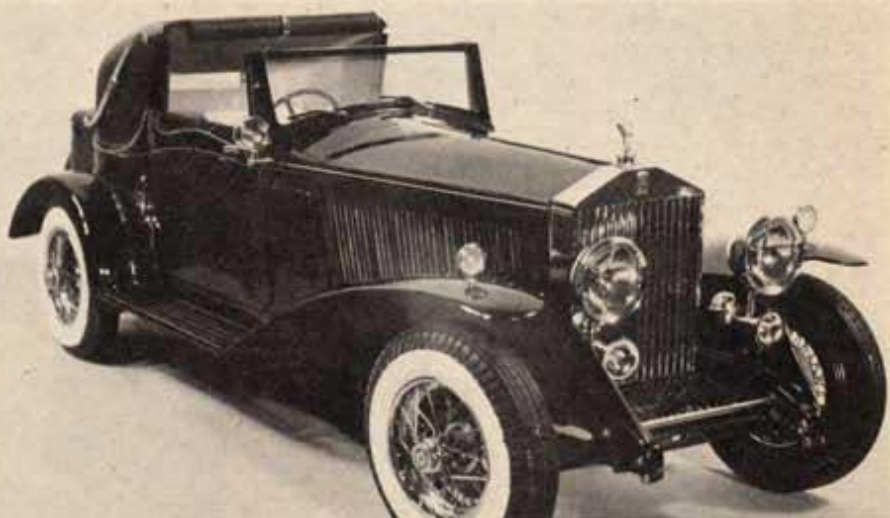
A few other new models from the die-casters include a Mercedes SSK from R.A.M.I. and the Matra Vignale and Land Rover from Mebetoy. Politoy will add the Ford "J" LeMans and Alfa Romero OSI in 1/43 as well as two new models in their 1/25 scale line: the Mini-Cooper and Carabo Bertone.

One evening in New York City I had the pleasure of dining with Mr.

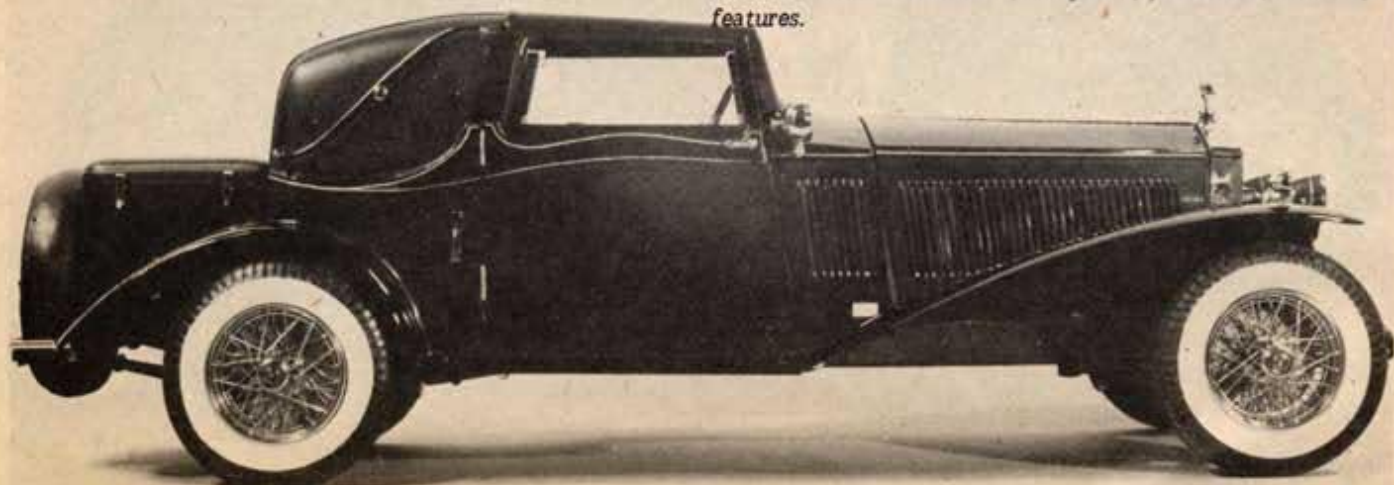
Ron Clover, Director of Auto-Kits, Ltd., of London, manufacturer of those 1/24 scale all-metal construction kits which are authentic in every detail. During dinner, Ron told me about the two new Auto-Kits which will be introduced in 1970, the 1928 Miller-91-Special, a great American racing car and a model I predict will be one of the most popular sellers in the line, and the unique 1934 Morgan "super sports" three wheeler. I saw built up prototypes of both of these and was very much impressed, especially with the Morgan. The Miller will probably be available by the time you read this article and the Morgan by mid-summer.

There seems to be a trend among manufacturers to concentrate more of their production on less detailed, less expensive models, apparently in an effort to secure more of the large volume "toy market." Both Politoy, with their "export" line, and Mercury, with their "special series," have begun to go this route. Corgi has reportedly discontinued production of their

wonderful "classics" and rumor has it that the Duesenberg will be the last of the fabulous Solido "l'Age d'Or" series. Unfortunately, the "collector market" is not of sufficient magnitude to support the comparatively limited production of such detailed models, which leaves Rio and Dugu virtually the only manufacturers remaining in production of highly detailed vintage 1/43 scale models. If this is an indication of the trend of the future, the value of classic and antique replicas by Corgi, Solido, Rio and Dugu should rise even faster than previously expected, for they will surely become valuable collectors' items. It would seem wise to build your collection of Solido classics and Rios now while they are still available against the possibility that they, too, will disappear from the market as have Corgi "Classics" in just the last few months. Many serious collectors make sure that they have every one of the 44 Rio models now available, knowing that they will appreciate in value even better than many stocks and bonds.



*The fantastic Rolls Royce Phantom II Drophead Coupe, by Pocher. This kit features 2,000 parts (!) and many working features.*





Well...no, it isn't exactly a Lamborghini Miura; but then it isn't like any pickup truck you've ever seen either. It looks a little antique, but it misses the Model "T" by a mile.

The really up-to-date concept in automotive design is a mid-engined chassis. The idea of "mid" regarding engine location, is a bit of misnomer, here. Actually, the engine is located snug against the front of the rear axle. A "rear" engined car, like a Volkswagen, would have its engine hung out

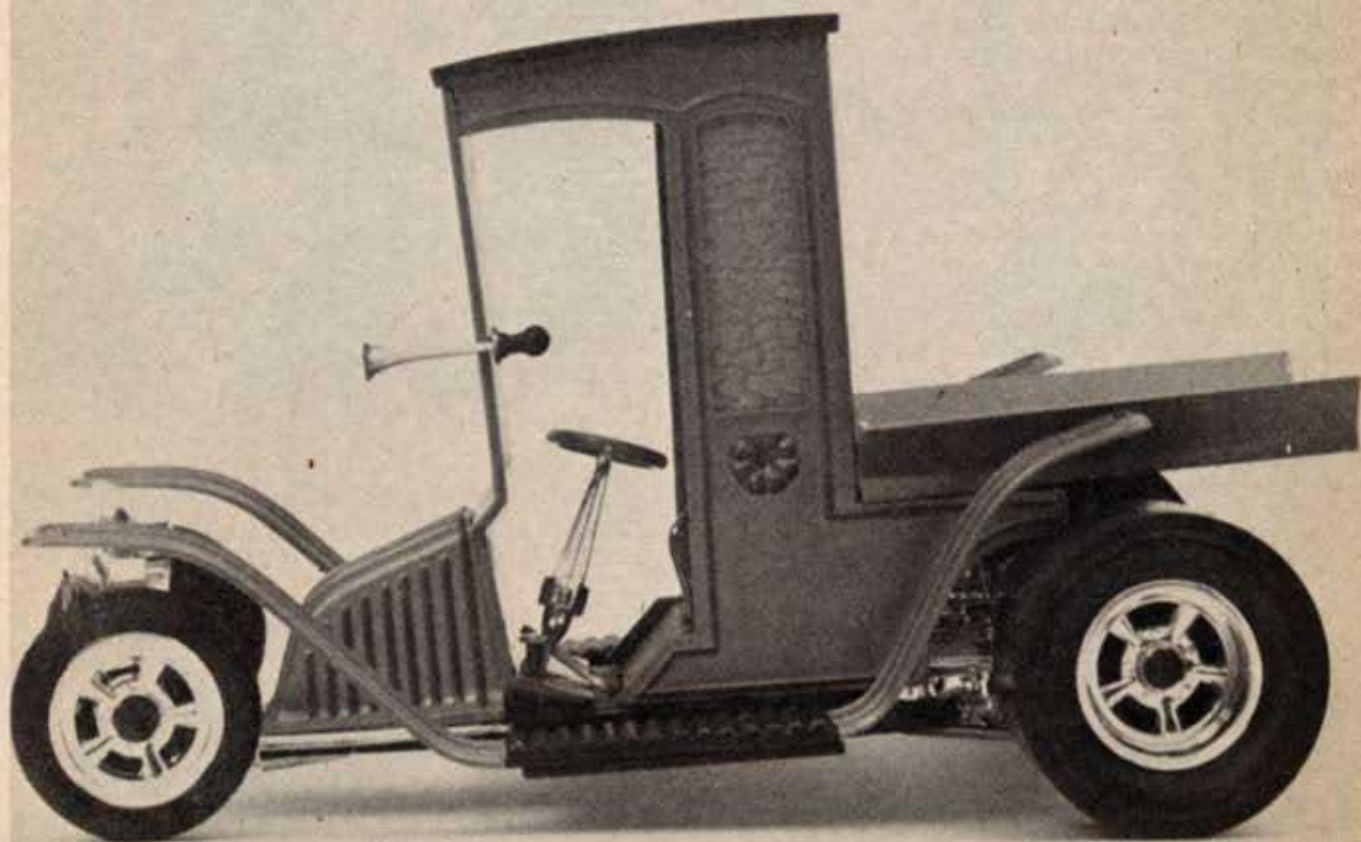
behind the rear axle. The theory and practice of such a design is that the mid-engined car will corner faster and handle better due to better weight distribution. The whole thing started with the Third Reich-built, world's championship Auto Unions of the late 1930s; carried through to the mid-1950 Grand Prix Coopers; the entire fields of Can Am sports/racers; the LeMans-winning Ford GTs; and on-to-the-street Lamborghini Miuras, DeTomaso Mangustas, and Porsche

914s. Now, Chevrolet is rumored to have a 1972 Corvette mid-engine coming and Ford is supposed to have a counterpart in an improved DeTomaso.

It is relatively simple to swap the Corvair engine, in the Revell "Moon Mixer," front to rear to make the newest rod chassis into a mid-engine conversion. The kit's floor/chassis pan is cut away to clear the front of the engine and allow extra air in (the cooling fan won't clear the bottom of

## “MOON MIXER”

By Robert Schleicher





the pickup bed, so this has to be motorcycle-style "forced air"-cooled machine). The engine, transmission, and rear suspension is then merely turned around and glued in place. A pair of support arms can be cut from the scrap plastic "sprue" in the kit to brace the rear suspension mounts to the center of the chassis. The thing works in the model, and the mods we've made would make it work in a

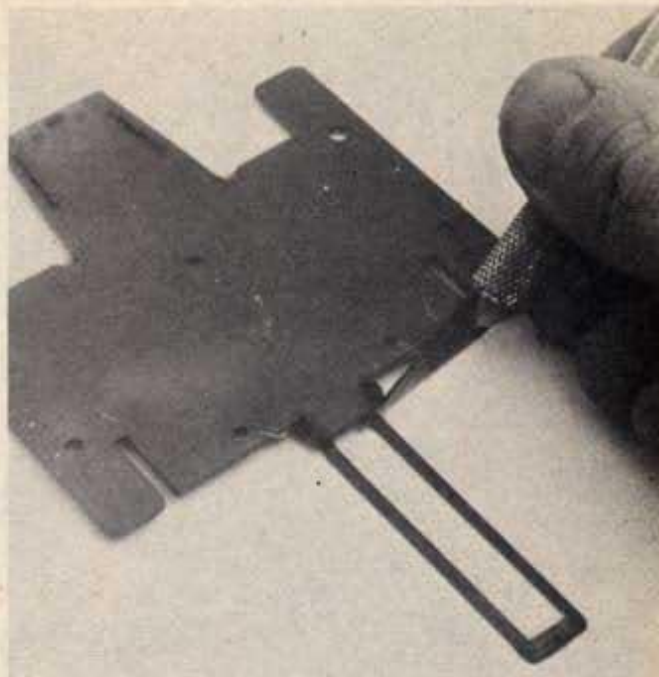
full-size Corvair-engined car if you'd like to surprise the real roadster showgoers.

The uniqueness of the Revell "Moon Mixer" doesn't stop with its Corvair engine. The chassis is a pan, with the rodder's favorite single, cross-mounted, half-elliptical front leaf spring. The solid front axle is of the dropped "I" beam style. Mag-style wheels and narrow front/slick rear

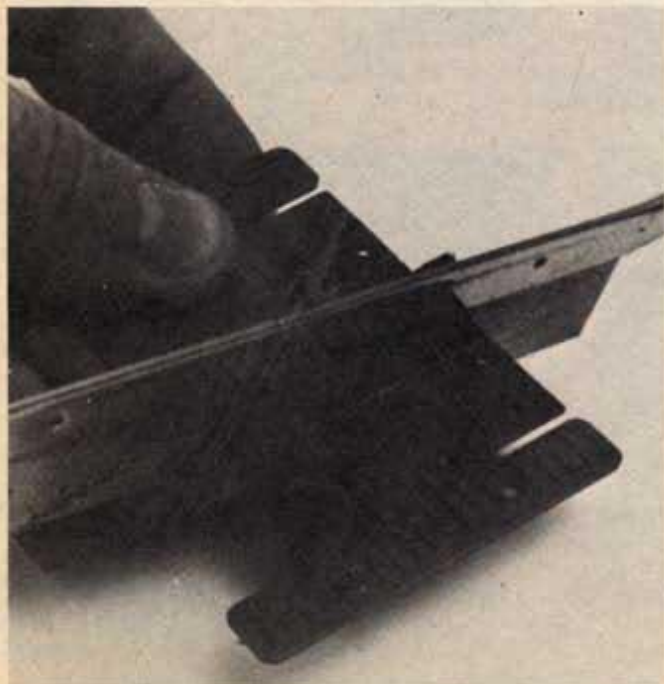
tires are included. The body is a new start for the hot rod scene, apparently based on a vintage French Citroen — it's like a Model T, but with a real flair — the side windows, for example, are stained glass. Then, there's that hood (?). To make our mid-engine conversion even more modern we substituted the near-18-scale-inch wide tires and wheels from the new Revell "Boss Mustang" funny car kit.



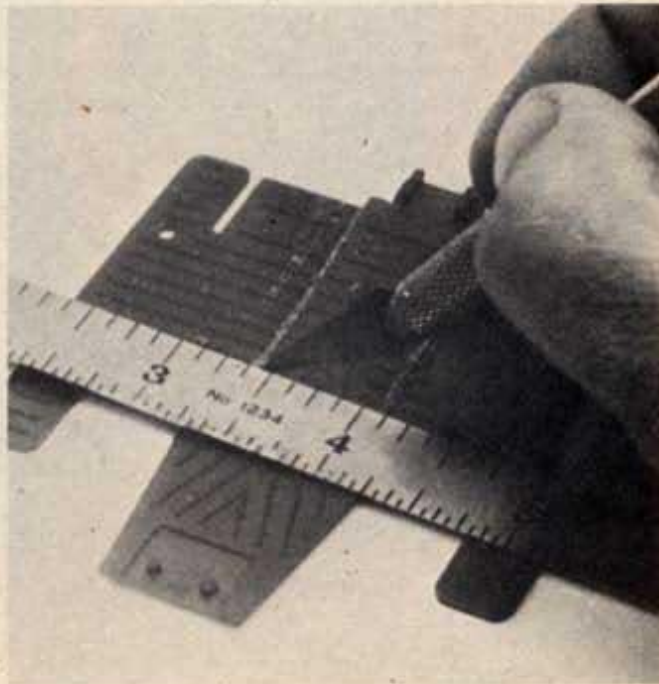
Revell "Moon Mixer" is one of four new Revell kits that has coupon for a free embroidered race patch. Champion patch coupon is in Moon Mixer kit. There's also a coupon for a Carroll Shelby race jacket for only \$4.95 in the kit.



Converting the rear-mounted Corvair-engined "Moon Mixer" into a mid-engine car requires that stock mounts be cut.

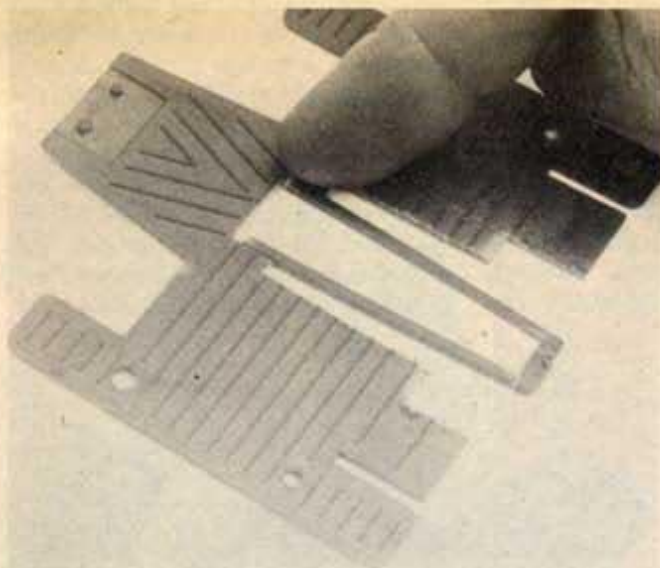


Floor pan/chassis of Revell's "Moon Mixer" is cut to clear front of engine and to provide duct for air entry.

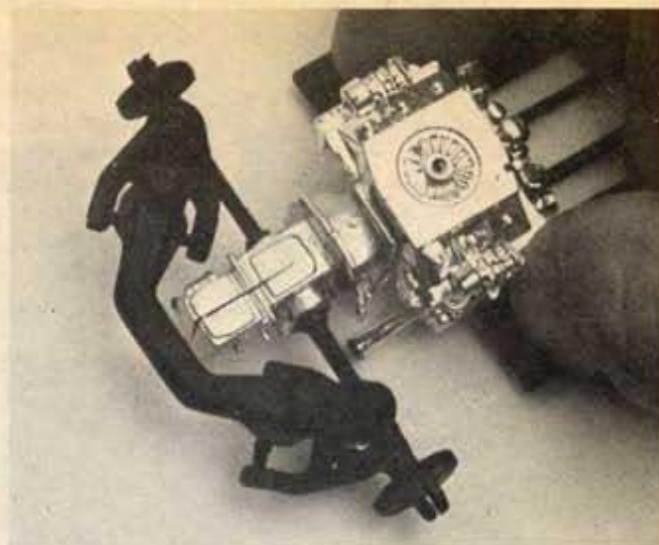


Cut in from rear of chassis with a razor saw. Use a straight edge and knife to just scribe front line, then snap off piece.

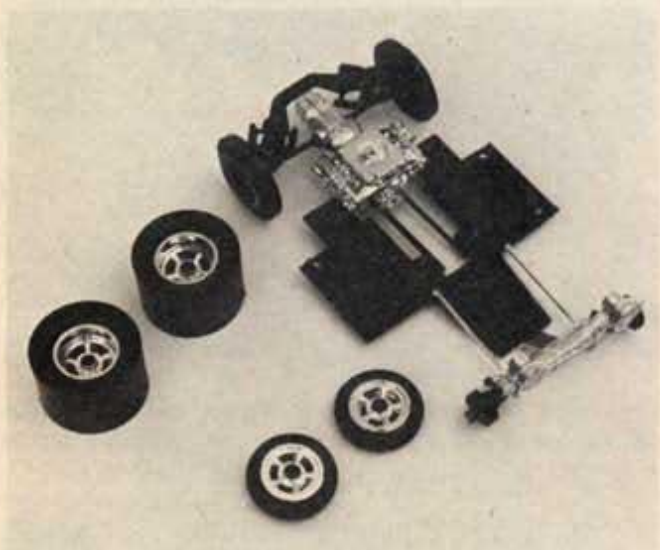




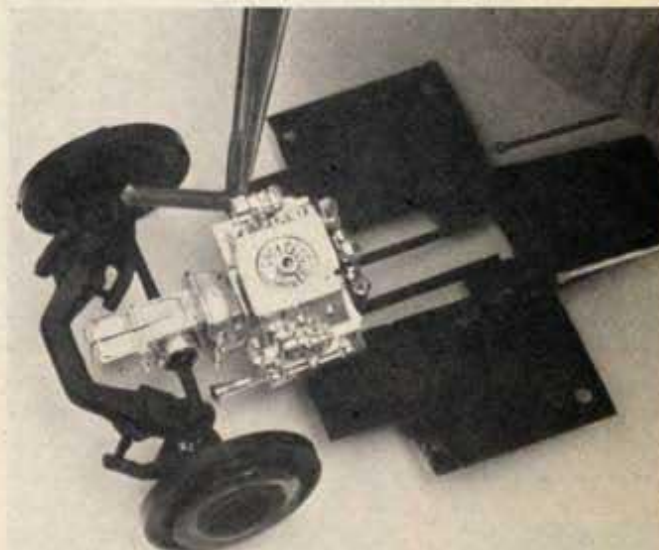
Pan is notched as shown to just clear underside of the seat. Glue stock engine mounting bars to front of just-cut notch.



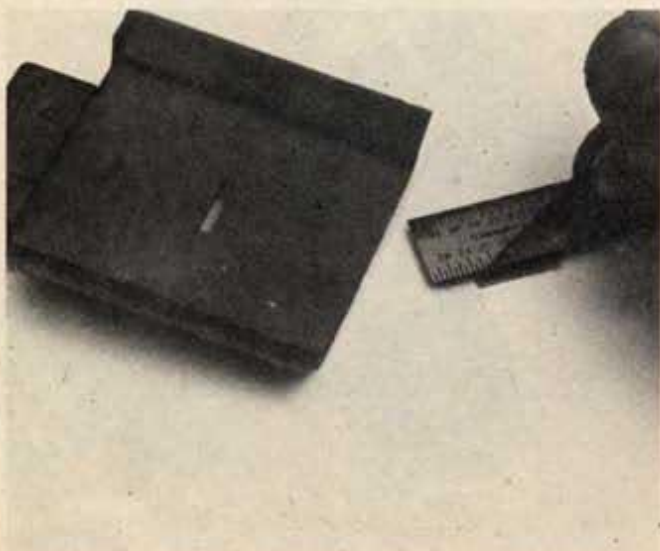
Assemble stock kit Corvair engine, transaxle, and suspension. Glue engine oil pan to original chassis' mounting bars.



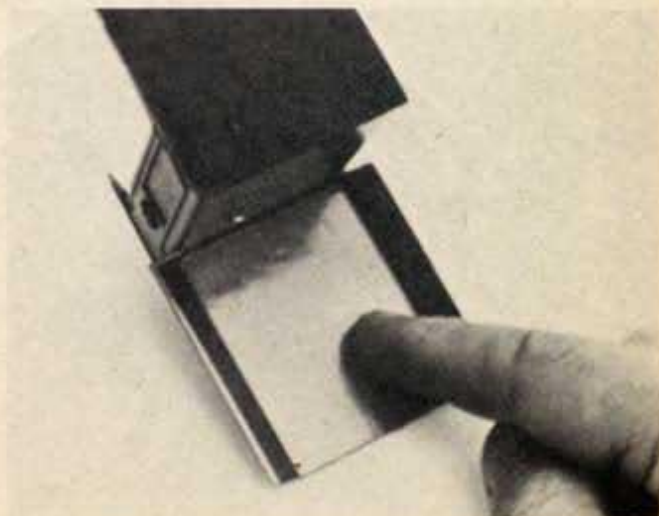
Wheels, tires and front spindle ends are from the Revell "Boss Mustang" kit. "Boss" rear tires are super-wide slicks.



Rear suspension must be braced with "bars" cut from scrap plastic "sprue."

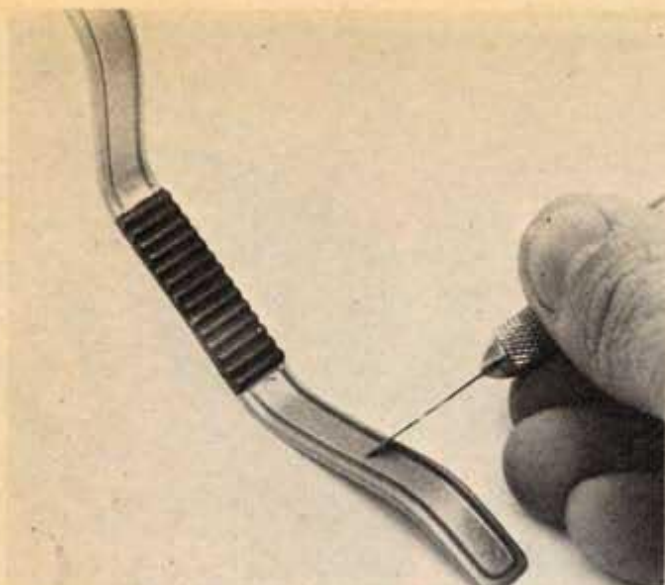


Mounting holes for the "Mixer" are filled with thin plastic inserts, cut to fit from material removed from chassis pan.

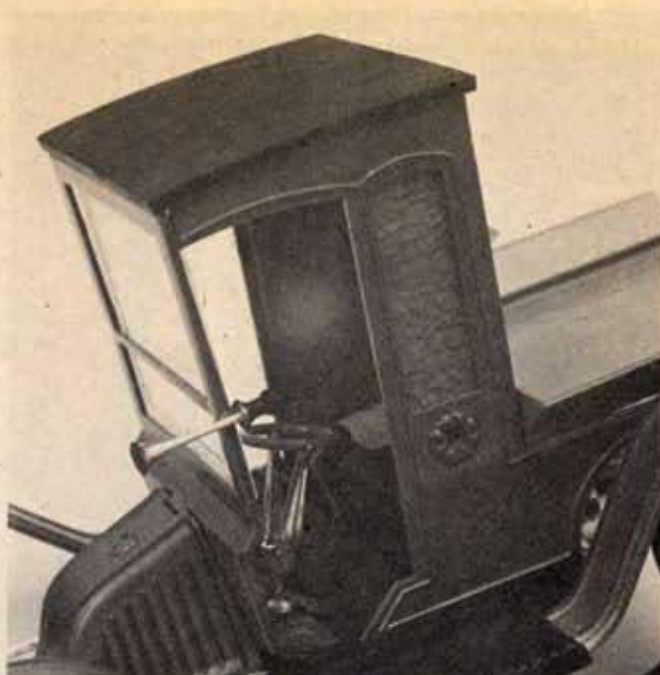


Surface of pickup bed is sanded and filled with body putty to hide filled-in holes before bed is glued in place behind cab.

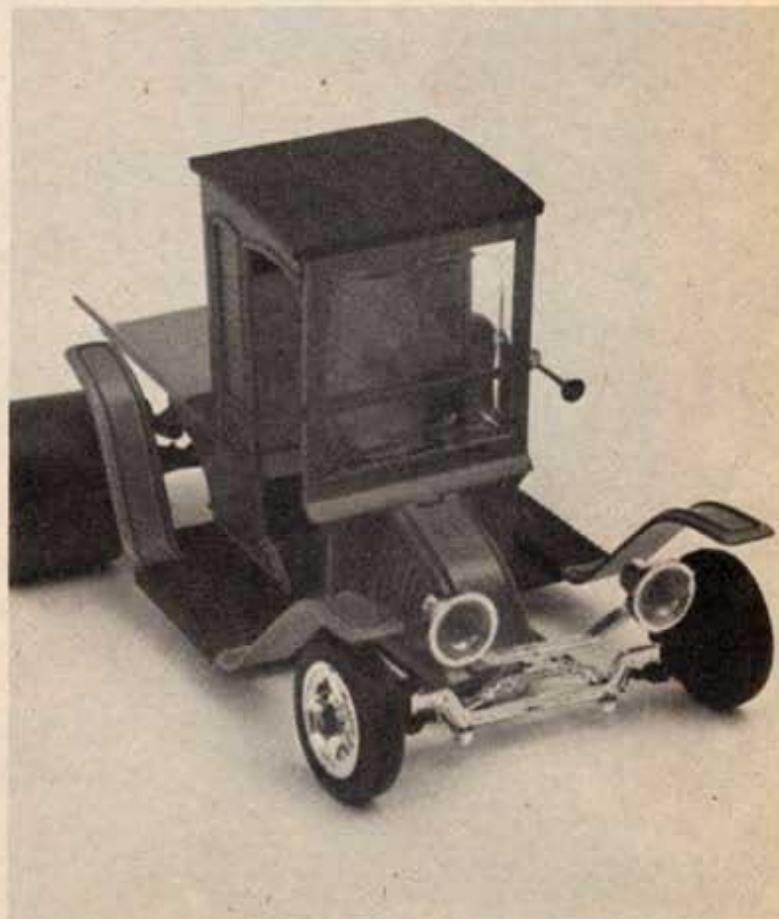
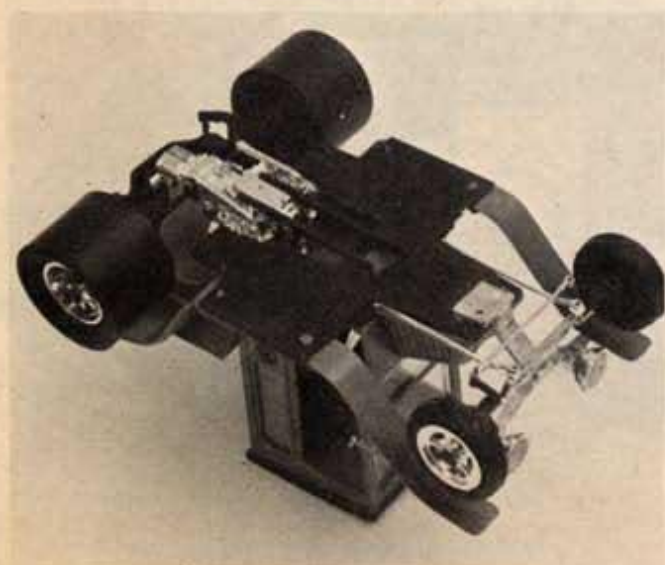
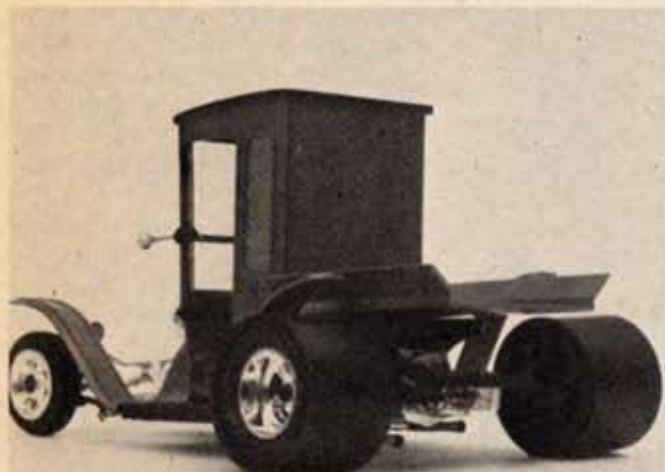




*"Trick" method of making pinstripes across tops of fenders and on grill is to apply a body color that contrasts with stock kit plastic. When paint is dry (lacquer works best if fogged on in several thin coats), a knife is used to scrape the tops of the molded-in beading to reveal plastic color. A coat of clear paint is final touch to bring gloss back to beading areas.*



*Side windows in stock Revell "Moon Mixer" are molded like frosted glass. A thin coat of the grey/blue body color was used to "tint" large windows; small ones are a transparent "rosy" red.*



*Lack of rear window matches cab appearance to that of those super-wide slicks. This "Midi-Mixer" is one of the first rods with a mid engine Revell kit has really unique, French Citroen-style, cab and radiator(?).*



# MODEL OF THE MONTH

## HERE'S WHAT YOU CAN WIN!

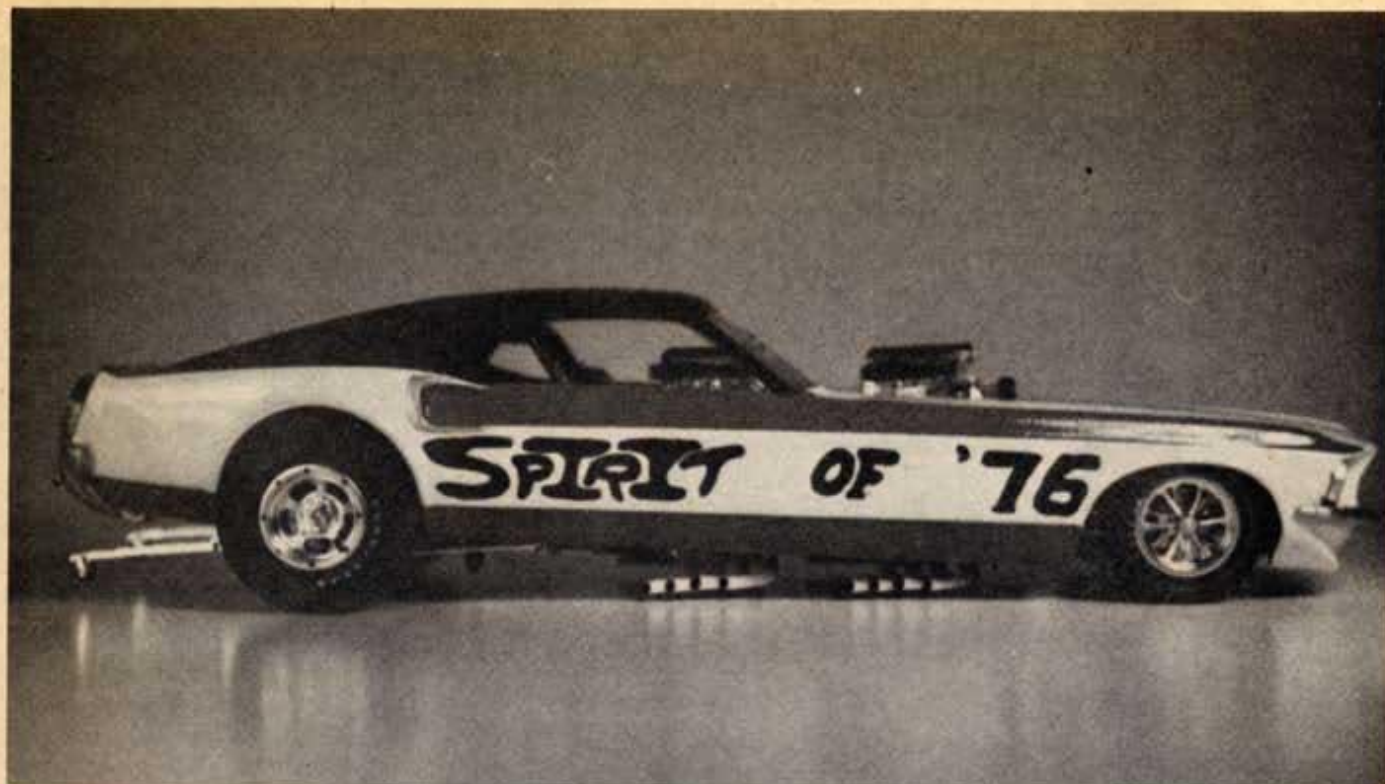
The first place winner of our Model of the Month contest receives this fantastic Dremel No. 261 Moto-Tool kit — a \$32.95 value! The kit contains the following: Powerful No. 260 Moto-Tool, 34 accessories including high-speed steel cutters, grinding wheels, wire and bristle brushes, rubber polishing tip, sanding discs, drum sander and sanding bands, mandrels, dressing stone, finger grip extension, collet wrench and 1/8", 3/32", 1/16" and 1/32" collets, all in a molded polyethylene storage case! A magnificent, life-time tool set that is perfect for modelers.



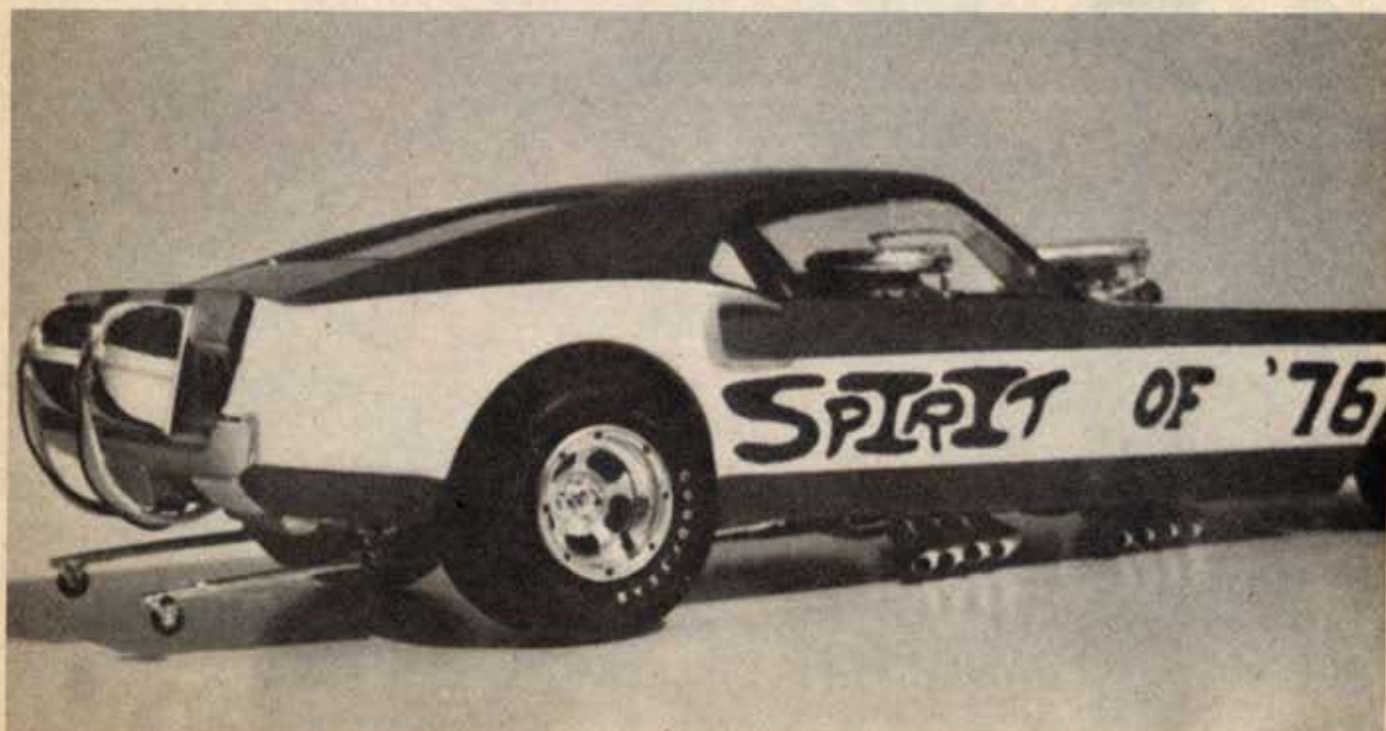
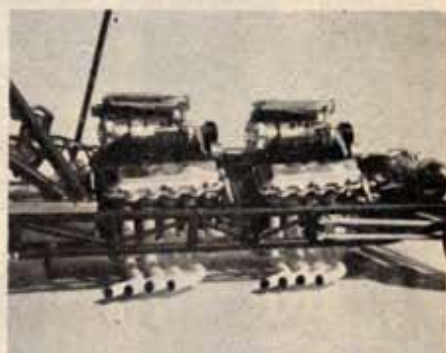
Here we go again! Each month some lucky modeler walks off with a complete Dremel Moto-Tool set. This time it's Robert W. (Bill) Coulter, 1801 Clifton Ave., Springfield, Ohio 45505 for his beautiful 1969 Dodge Dart super stocker. A nicely detailed Dart Stocker shouldn't really be worth much praise except when you consider that there has never been a kit made! The body is "Charlie Allen's Funny Dart" with the hood opened and "power bulges" removed. The chassis and interior are modified from a 1969 Barracuda to replace the funny car chassis and interior. The engine is a Barracuda short block with accessories from a '68 Jo-Han Plymouth. Detailing is so thorough that it includes a fuel line from the electric fuel pumps to a "cold box." The color is six coats of Hugger Orange. All lettering was done by hand to duplicate Paul Richardson's car. The photographs were taken by Norman DeHaven of Xenia, Ohio.



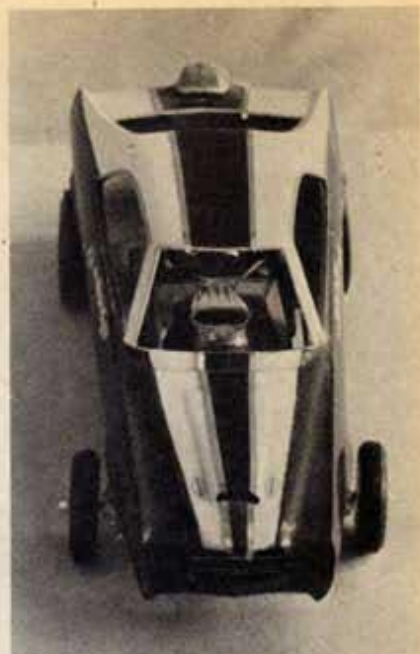
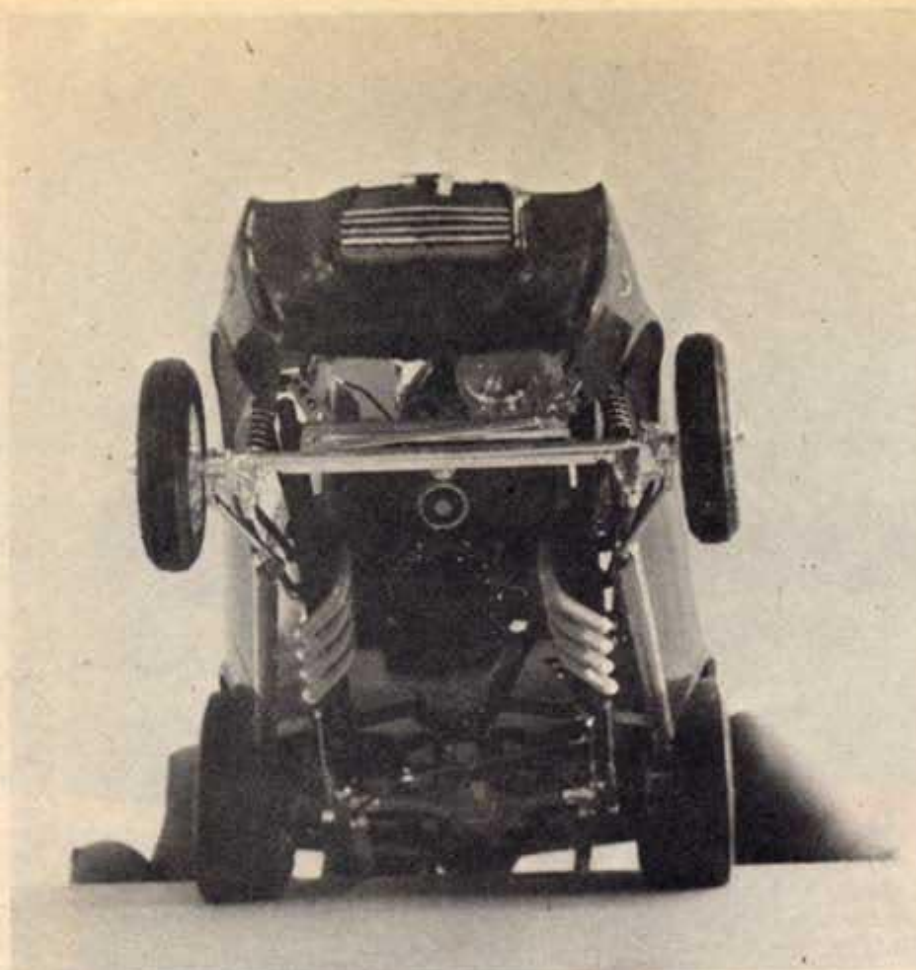




So you think you've got it rough, trying to wire an engine, huh? Try doing it twice like Brad Hunt of Anderson, Indiana did on his "Spirit of '76." The body is AMT's long nose funny painted with red and white stripes to look like a flag. All lettering was done by hand. (If I tried that it would look like a seismograph chart.) Detailing includes an explosion blanket, fuel lines and complete engine wiring.



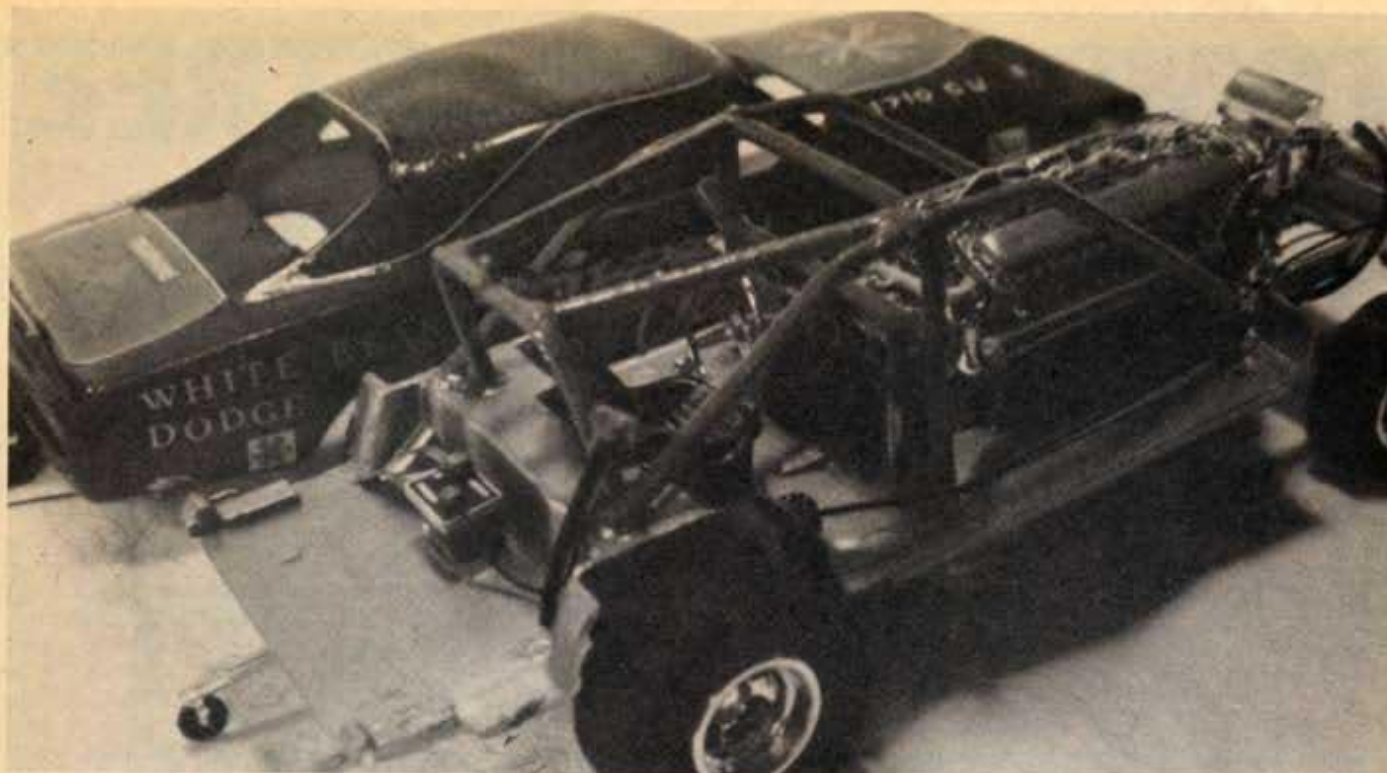




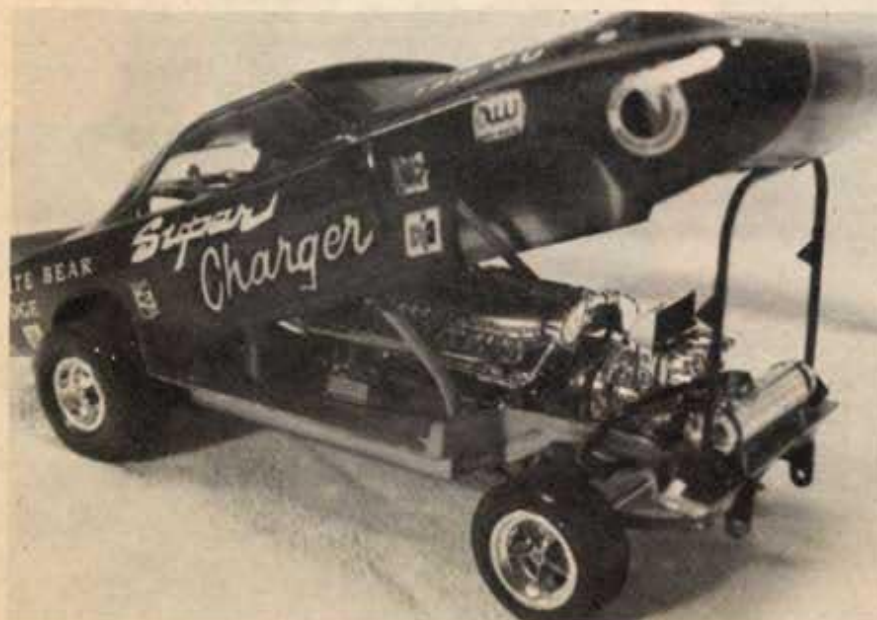
Carlton Tasch of New York, N.Y. built this Javelin, using only parts from the kit, but the body work makes it look out of this world. The body was sectioned to form a wedge shape and painted with alternate stripes of emerald metalflake, white and oriental purple. The engine and chassis are detailed to include wiring, linkage, and fuel lines.







Roger Clark, Minneapolis, Minn., took the mighty Allison Engine and stuffed it into a Dodge Funny car to produce this mind blower called "Super Charger." The chassis and engine are from the "Allison Thunderland" kit by AMT. The roll bar was rebuilt to offer full protection for the driver. The hood bubble made from scrap styrene was a necessity to clear the engine. Detailing includes such minute things as a chute release cable and battery grounding straps. Other detailing is too much to list here but you can bet that if you've seen it on a car, you can also find it on this model.



Each month we receive tons of letters (pounds? Ounces?) and photographs pertaining to the Model of the Month. There are a number of things that you, the entrant, can do to simplify our task.

1. Address the letter to "Brick" Price, Contest Editor, 11795 Gateway Blvd., No. 3, Los Angeles, Calif. 90064.

2. Include everything that was done to the car other than stock from the kit. Too many of our entries lack the information that others are seeking.

3. Describe the paint scheme and brand of paint.

4. If it is possible, please print or typewrite all information.

5. Keep your backgrounds simple and uncluttered.



# TOMORROW'S STREET '70½ CAMARO & CORVETTE

PERFORMANCE ENTHUSIASTS ACROSS THE NATION HAVE BEEN ANXIOUSLY AWAITING THE '70½ CAMARO AND CORVETTE. NOW THE ONLY QUESTION IS: WAS THE WAIT WORTH IT?

By Lee Kelley

Yes, folks, there's an all-new Camaro for 1970½, but it's not all the car we had hoped for. It has been restyled extensively, but you can still detect the same lines that were evident when Chevy first introduced the Camaro in 1967. And the Corvette? Well, let's just say that the Corvette has a new grille and some side trim that should have stayed in GM's design center. Maybe we're being a bit harsh with Chevy, but we've come to expect bigger and better things from them.



Let's go directly to the power train, because that's where the action is with the '70½ Camaro and Corvette. First, there's the LS-7, Chevy's top-of-the-line 454-cubic-inch monster rated 465 hp. The LS-7 uses aluminum "open chamber" heads on a cast iron block and features four-bolt mains, forged pistons, 12-to-1 compression and the ZL-1 camshaft. Three Holley two-barrels feed this giant, which will be available in the Corvette. It will not be available in the Camaro, at least not from regular Chevrolet dealers, but special high-performance Chevy dealers such as Berger Chevrolet, Grand Rapids, Mich., and Nickey Chevrolet, Chicago, Ill., will no doubt have these super street eliminators on hand before the racing season begins. What about performance from a 454 Camaro? Well, with one four-barrel instead of the three-two-barrel setup, 4.88 gears, plus a set of 10-inch Goodyear slicks and a Turbo Hydra-matic transmission, the 454 Camaro runs low to mid-11s at over 120 mph, and that's without very much drag strip preparation. In street trim, this car is a true 12-second street machine. The Corvette is even faster and quicker (with the same setup), running high-10s at 127 mph. Now if that isn't a pair to draw to, well, we don't know what you're looking for.

The hottest engine that Chevy is offering in the '70½ Camaro, at least to the average Joe Public (who doesn't have the pull of a Bill Jenkins), is the high-performance 375

*European flair is evident in rear end treatment of new Camaro. Fastback styling and lower, longer look give a much sleeker appearance to wailing Z/28.*

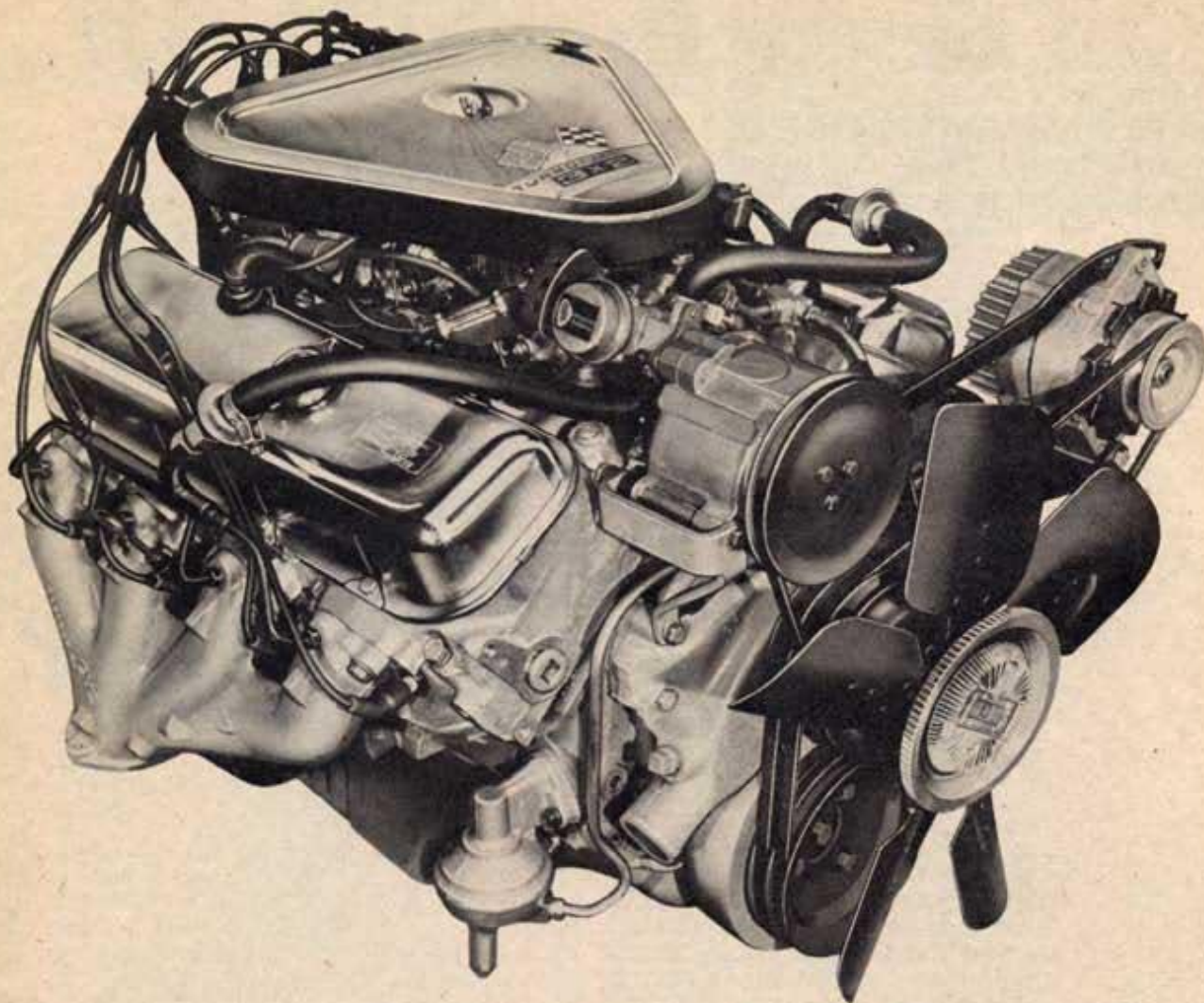


*The '70½ Corvette is virtually unchanged. There's a new grille and some superfluous side trim, but the biggest news was the 454-inch Rat Motor.*





# ELIMINATORS?



And here it is! Rated at 465 hp, this 454-cubic-inch giant will win more than its share of races this year. Monster features aluminum heads, three Holley two-barrels, ZL-1 cam and forged pistons.

Two examples of the new grille treatment on the '70½ Camaro. At left, the "full bumper" treatment (which we preferred) and at right, the divided bumper treatment. Note the offset license mounting which breaks up the unique front end scheme.





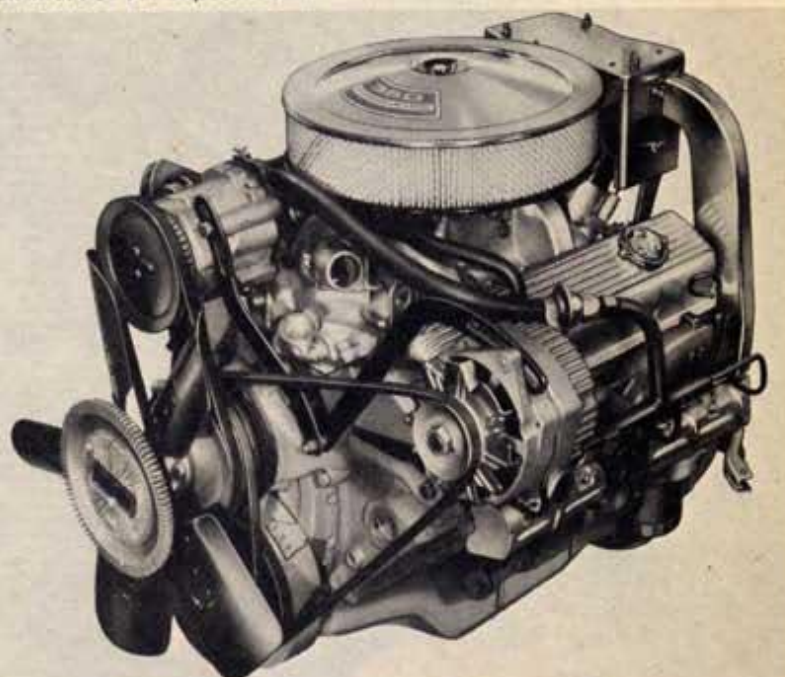


*Interior design is good, but not as functional as Pontiac's '70½ Firebird, nor as sporty. Instruments are easy to read.*



*Camaro handles very well, if it's equipped with special suspension. It's still an exciting car to drive, even if it did fall short of our expectations.*

*Something for Camaro lovers. Here's the long-awaited LT-1 350-cubic-inch engine that's been conservatively rated at 360 hp. It features all the good stuff and replaces the 302 in the Z/28.*



hp 396. The 325 hp 396 has been discontinued and a new LT-1 360 hp 350 replaces the screaming 302 in the Z/28. That 360 hp 350 gives the Z/28 much more flexibility on the street and should make for an all-around better street machine, especially considering that the 360 hp rating is somewhat low (or everybody else's ratings are high). In pure stock form and with no tuning, the 360 hp 350 Camaro (with Turbo Hydra-matic) runs mid to high 14s at the drags, certainly not an earth-shaking experience, but it does show some promise.

So what about the '70½ Camaro itself? First of all, the partial front frame structure has been retained, and whether you like this or not is strictly a matter of preference. The frame side rails are larger box sections and a single larger front crossmember replaces the two formerly used. The new Camaro is two inches longer and one inch lower; front tread width is over 1½ inches wider, while the rear tread has been increased ½-inch. Camaro's wheelbase remains at 108 inches. The passenger compartment has been moved over three inches to the rear. Combined with the added inch in front overhang, the projecting grille gives the Camaro a long front end appearance. There's also more windshield slope and a distinct fastback look to the back lite and rear deck. Incidentally, that new grille may take some getting used to. It's available in two varieties, one with the front bumper across the grille opening and the parking lights underneath the bumper and one with a divided front bumper and the parking lights mounted beside the headlights.

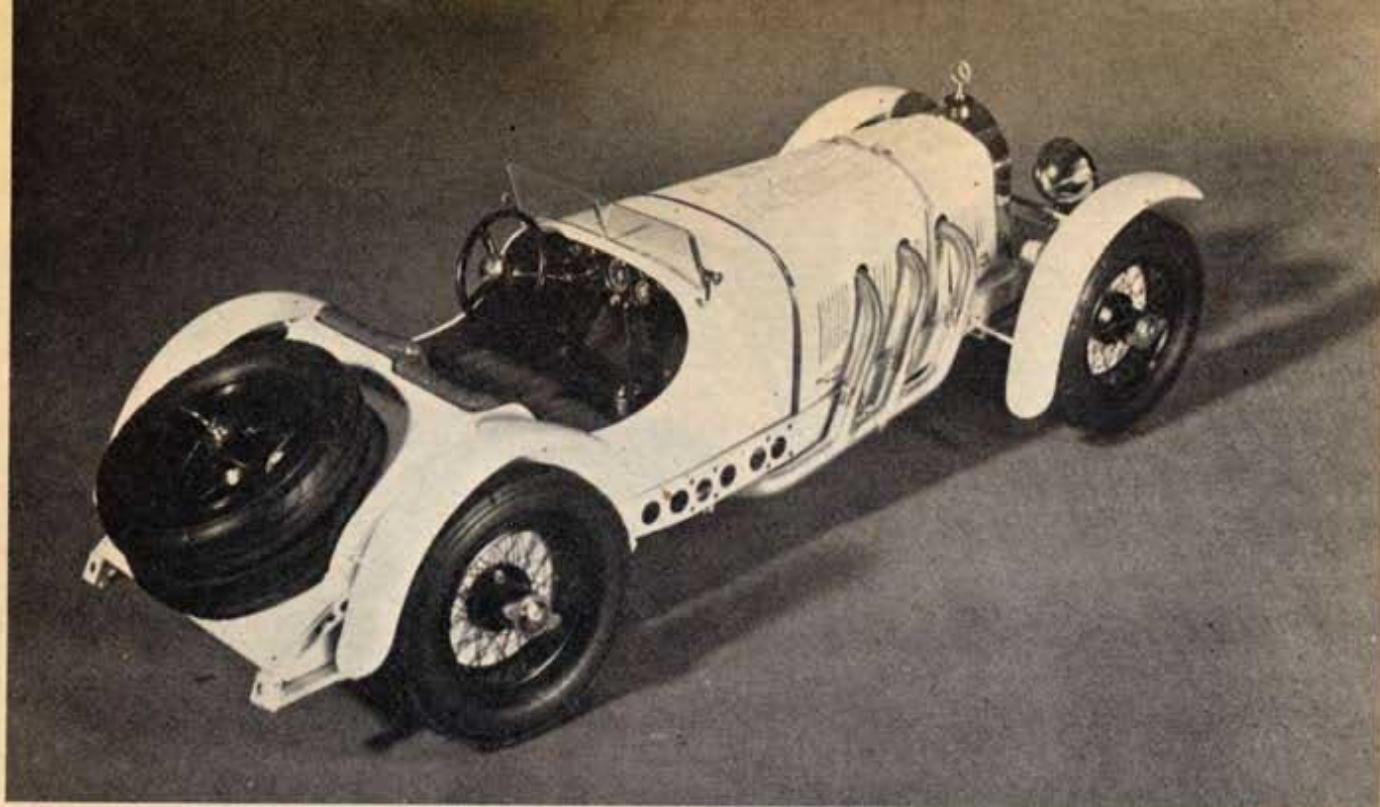
From a distance, the side view of a Camaro reminded us somewhat of Ford's Maverick, if that means anything. The overall styling can't really be faulted except to say that the

car doesn't look anything like a Ferrari, as we had been led to believe. It does have a European styling flair, especially from the rear, but it stops at that. Without the turned-up Z/28 spoiler, the 70½ Camaro looks positively naked, so maybe Chevy had better make that spoiler standard equipment on all its Camaros.

How does the Camaro handle? Very well, thank you, that is if you happen to be riding in a Z/28 or a Camaro SS with the optional suspension package. These suspensions were bred on the race track (we know, we know, Chevy does not engage in racing activities) and they're first quality. The standard suspension isn't all that bad, but it's definitely not meant for hard street-strip or road course use; it just wasn't designed for that sort of thing. And there are going to be a lot of thrills when some of the hot doggers make that first panic stop and find that standard equipment on the Camaros in the brake department are manual front discs, no power assisted as has been the case in the past. Manual operation, according to Chevrolet, gives more linear response with a firmer pedal than power operation. Maybe so, but there are going to be a few anxious moments before the uninitiated driver finds that he really has to mash that pedal to get his 3400-pound machine to whoa.

So that's the '70½ Camaro and Corvette (sorry, Corvette fans, but there really wasn't anything new to report other than the 454 engine). In the coming months, we'll gather together a few Camaros with different engine and transmission combinations and give them a real acid test. For the moment we'll just have to be content with the thought that, well, it could have been the greatest Chevy ever made, but instead what we have here is a failure to communicate.





For the man who has everything — here's Pocher's fantastic 1/12 scale 1928 Mercedes SSKL, hand-made of brass. This model car has everything (and of course, it should have at \$500, price not yet firm), and comes with a wood and plexiglass display case to protect it from dust. Not for beginners, this car is as close to the real thing as is possible to get. Interested? Write to Sinclair's Auto Miniatures, Dept. MCS, 3416 West Lake Road, Erie, Pa. 16505.

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A "CREW PLATE" for your slot box! Black and white just doesn't do this beautiful four-color aluminum plaque justice. A stylized drawing of a driver and mechanic is etched into the 4-1/2" x 1-3/4" adhesive backed plate. If desired, you can order any name (or names) embossed on the plate for an additional 5 cents per letter. An attractive checkered flag border surrounds the plate. It'd look great on your equipment (assuming you're proud of your equipment, that is). Price is just \$2.00 each, from the L.A. Sturtevant Co., Dept. MCS, 333 West First Street, Elmhurst, Ill. 60126.

66/Model Car Science





# SHOOT THE MOON

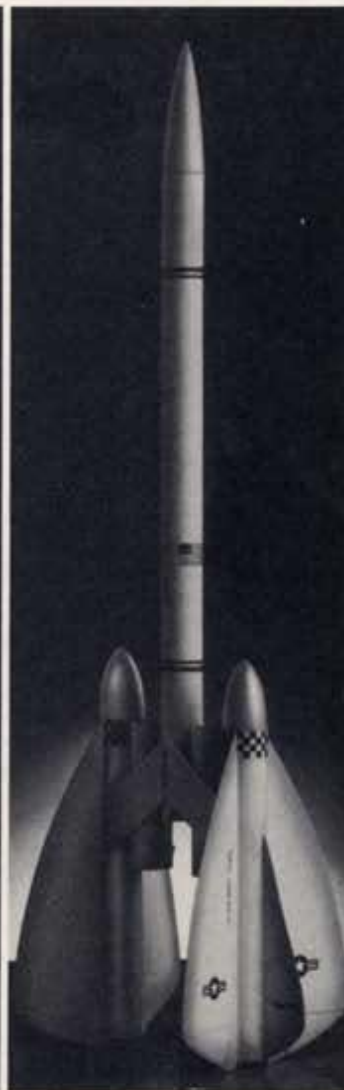
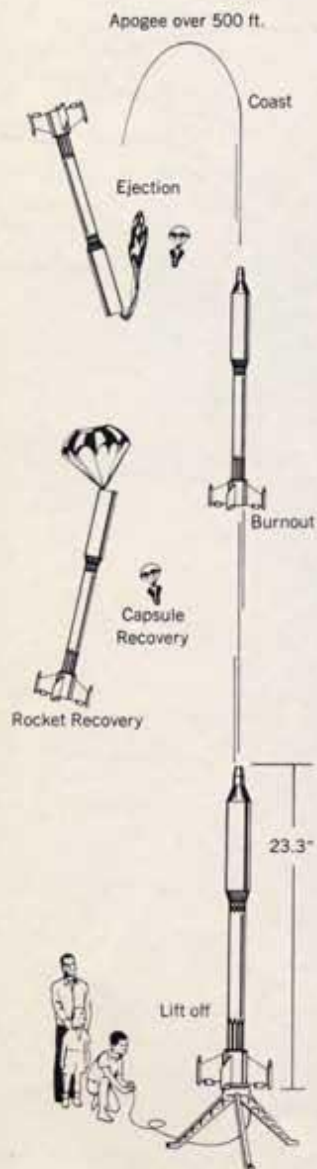
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